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An inmate in a German prison assembled boxes as part of his work program. One day he hit upon a really clever idea. As long as he was putting boxes together, why not **climb inside, fold the flaps down** over himself, and wait to be transported elsewhere. So he did just that and they're still looking for him.

Straight from our "Things You Never Wanted to Know" File: A Spanish biologist reported that male Egyptian vultures compete for females on the basis of how brightly yellow the male's faces are and that brightness varies directly with the **amount of excrement** they eat. Cartenoids in dung produce the yellow around the vulture's eyes, and (obviously) only the strongest vultures can safely eat enough feces to get a rich color.

A guy tried to pass a \$22 million (yes—million) check at a bank drive-through. It seems he's purchased a computer software check-writing program and figured all he had to do to get the bank to give him money was to give them a **realistic-looking check** with certain Federal Reserve code numbers. But the bank declined to take the check so he took it back. Apparently he decided that the one imperfection was the lack of an "issuing bank"—and returned to the same bank after hand writing the name Reality Perspective Bank at the top of the check. This time someone woke up and called the cops.

A man on his way to an eye doctor's appointment was injured when he **accidentally** walked into the side of a bus. That's gotta hurt.

The acting director of a transit administration decided (and wisely so) she needed an indefinite leave of absence after **the wheels fell off** a transit bus for the 17th time in nine months.

An author, promoting his book, *Drawing the Line: Science and the Case for Animal Rights*, told an audience at a bookstore, "**I don't see a difference** between a chimpanzee and my 4 1/2-year-old son (based on the fact that 98.7 percent of their respective DNA is the same)." His son was not available for comment.

A man was on trial for fraud, and his "wife" of 15 years said she was still devoted to him and hoped they could turn their lives around together. This was after she had just heard that her "husband" was not an Air Force general; that the reason he had spent only one night a week with her during their marriage was not because he was on secret intelligence missions; that the reason for thousands of dollars in and **out of her bank account** during their "marriage" was to serve his real family and various scams; and (get this!) the reason she had not heard from him during a four-month period in 1994 was because he was in prison. Now that's what I'd call devotion.

Some weird laws: In Texas it's illegal to drive without windshield wipers. You don't need a windshield, but **you must have the wipers**. In Ohio it's illegal to fish for whales on Sunday (do you suppose there's a stray whale or two in Lake Erie?). And in Cleveland it's illegal to catch mice without a hunting license. In Tulsa, Oklahoma, you can't open a soda bottle without the supervision of a licensed engineer.

When Mike Tyson hooked up again with promoter Don King, another boxing promoter said, "Why would anyone expect him to **come out smarter?** He went to prison for three years, not Princeton."

As the time drew nearer for the International Olympic Committee to select its 2008 site, China, it rejected Paris' bid primarily because of the city's notorious canine poop problem. Paris apparently has a casual approach to cleaning the **16 daily tons of dog shit** (an average of two hospitalization injuries a day from people slipping on turds). A Paris Olympic official shrugged off the criticism, saying, "It's just that there are no dogs in China because they eat them." (Ouch.)

The city welfare agency contractor in Oregon has been recommending for several years that welfare recipients regularly **check dumpsters** to help make ends meet. Oh how yummy!

In other countries they just think differently from us. South Korea's Supreme Court overturned 31 theft convictions against a woman on the grounds that she was menstruating, which made her like a "mentally deranged patient **unable to control her impulses.**"

In Great Britain a man had served 11 years in prison for a murder he didn't commit. When the powers-that-be finally figured out who really did it, they let him go and ruled that he was entitled to about \$1.1 million. BUT, they said he would have to reimburse the prison about \$63,000 for **11 year's room and board**. Needless to say, the guy was really pissed off and noted that they never charge guilty people for bed and board, only the innocents.

Fresh from our "Stranger Than Real" Department: A drunk man **ran his car into a ditch**, then climbed back on the highway where he was accidentally hit by another car, driven by his drunk wife.

In England a woman was ordered to remove the 2-year-old barbed-wire fence around her home because it might possibly injure someone who "**foolishly**" **tried to climb it** to come onto her property. (Just before she had put it up, she had been burglarized three times; after she put it up, no more burglaries.)

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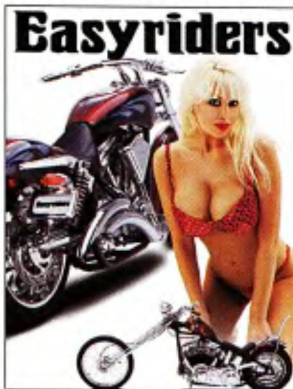
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The next liver-quiverin' issue goes on sale November 5th, 2002. Printed in the USA.

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WordMonger

FL What?

I've been reading this rag since I first got interested in Harleys—about 1974. Always thought you people were fairly knowledgeable about American iron and still think maybe you are. Maybe you got ahold of something way good and you're not sharing or you've turned into a bunch of RUBs (seriously doubt that).

I've owned four bikes since '74 and still have two of them. One of them is a 1960 FLH Duo-Glide. Harley must have come out with the FLT Duo-Glide shortly after 1960—and not in 1980 like I thought. Page 80 of the July issue ("All That Glitters") is a leg-wetted '64 Duo-Glide that Mr. Garson refers to as a '64 FLT throughout the article.

Cruzer obviously put a lot of thought and work into this truly beautiful classic. Too bad the author and/or proofreaders couldn't take a minute to check their work! Proofreaders, ummmm—100 proofreaders, maybe that's it. If so, maybe I shouldn't be so hard on ya.

Other than that, it was a great issue as usual.

Penhead

On the road in Iowa

Harley's first year for the Duo-Glide (denoting rear shocks as well as a hydraulic front end) was 1958. The model designation would have been FL or FLH. Mr. Garson was told that the bike was an FLT ("T" for Touring).

Looking For Owner

I'm sending you this photo in the hope of finding the owner. It was taken at the last Sacramento bike show. I'd like to have a

set of pipes made like these and know it's a long shot, as I didn't think of getting the owner's name at the time. If you could hook me up, I'd be very grateful.

Steve Lint

Auburn, California

Renewed Faith

Our trip to the Adirondack Mountains in New York State started out well—some sunshine, good friends and time off from work. Then it happened...rain, rain, and more rain. Two of us decided to abbreviate our trip, cut our losses and come home early. So we departed Saranac Lake around 10:30 a.m. and headed toward Tupper Lake, about 25 miles through heavy rain.

After making it through the tiny village of Tupper Lake, my bike decided it had had enough—sputter, sputter, stop. There we were, marooned 300 miles from home in the pouring rain.

Not to worry. My riding companion (my brother-in-law) went for help. He returned in 15 minutes with a good samaritan named "Beard" (we never did find out his real name). Beard is a salty Harley rider with a heart as big as his signature beard. There's not enough room in this article to describe how helpful he was.

To make a long story short, we were in desperate need of help. Not only did Beard retrieve my bike on his trailer, but he also offered to bring my brother-in-law's bike all the way back to N.J.!

The story has a successful conclusion. The shop Beard took us to was able to repair my bike, enabling us to make the return trip to without further trouble.

Special thanks to Beard who renewed



our faith in the brotherhood of bikers. If you're ever in Tupper Lake, N.Y., be sure to stop at the Trail's End Bar and say hello to Beard. You will be welcome, I'm sure.

Dave Butler

Blomington, New Jersey

"For The Birds" Rebuttal

In response to the article by Greg White ("For The Birds") in the May issue, I've been reading your magazine for many years, but this article was probably the stupidest ever published.

Mr. White sounds like ignorant trailer park trash to me. Before you buy any pet, be sure of what its habits and needs are—first and foremost.

I have a small parrot (Nanday Conure) named "Toot" that I've had for over 20 years. He's paper-trained, has run of the house, knows what a Harley is, and obeys better than most kids do.

I don't know why you even printed an article about birds in a biker magazine anyway. But I know Greg White is an ignorant moron who doesn't even deserve any kind of pet—if he's as stupid as his article was.

David (Wildman) Smith
Union City, Georgia

Is it just me or is this guy a little too sensitive about his freakin' bird? Anyway, Greg White would be the first to tell ya that he is indeed an ignorant moron and damned proud of it.

More On Belts

A note to the guy putting down belts in the April issue. My '91 Fat Boy came stock with a belt, and I rode it hard until it was sold in 1997. With over 100,000 miles on it, I never had a problem. And I've never known anyone who have had any problems with a properly installed belt and pulley drive.

Gregg Gessler
Monticello, Florida

The Road Never Ends

I spent 10 years (from 35 to 45) depressed and feeling hopeless. At age 45 a friend invited me to ride with him to a Harley-Davidson rally. Reluctantly, I went. One rally and that was all it took—I was hooked. I rode on the back of his Road King for four years before I decided I wanted my own bike. Two months ago I purchased my own Harley Sportster.

Can life get any more exciting? I doubt it. At 49 I became a motorcycle mama, and life has never been better. No more depression or hopelessness in this life. Life begins when you purchase your own



Harley—I live to ride and ride to live.

Even my Yorkshire Terrier is wild about Harleys and loves to ride (see photo). Gets all excited when I start my Sportster. I've been accused of trading in my MBA for a HOG. You can have the country clubs and diamonds. Just give me \$2 for gas and my Harley. A day's ride on a Harley beats any psychology session.

No need to explain anymore. I now understand. The road begins in my driveway and never ends.

C.A. Childress
Abilene, Texas

That's why you never see a Harley parked in front of a shrink's office.

Wants More

I was an avid reader of your magazine for quite some time until I decided to take an extended world tour. Only recently started getting your rag again and have noticed some major changes. Specifically, you seem to be emphasizing the chicks more than the bikes, especially in the centerfold section. Don't get me wrong—I enjoy a half-naked woman as much as the next guy, but am I buying a bike rag or a porn rag?

If you really want to combine both (and that ain't such a bad idea), have the women show the whole deal. Surely you can find a few cuties willing to pose with a bike without the G-string. Save me and the bros buying your magazine and a *Penthouse*—we'll just get yours. The magazine is already sold top shelf and wrapped in plastic. I seem to recall a sister mag of yours doing the "full monty" with the eye-candy girl so surely you can manage it now. It would make your fine rag even finer, and I probably wouldn't even mind the chick blocking the view of the bike.

Fuzzy
New Zealand

Your comment is based on the incorrect assumption that we are emphasizing topless women more than motorcycles. We like the magazine the way it is and so do the vast majority of our readers. And, we already look at enough porn.

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SANDRA STEPHENSON'S 9/11 TRIBUTE CHOPPER

CALLING ALL ANGELS

The Twin Towers of the World Trade Center shimmer amid endless blue skies, the spirit of firefighters who gave their all to save others, and the compassionate face of an angel shines eternally from the rich murals on Sandra Stephenson's W.I.N. Custom Cycle's chopper. A woman and her young daughter stop dead in their tracks at the Easyriders Invitational Bike Show in Columbus, Ohio, to gaze deeply into the bike's mesmerizing paint. They are lost in images which conjure not the loss and horror of the events that transpired on September 11, 2001, but hope and healing. Others join the women crowded together in a moment of reverent silence.

Sandra and her husband Jerry Stephenson of Wake Forest, North Carolina, are not new to the bike show circuit. Last year, the couple brought Jerry's chopper and Sandra's Dyna and took home trophies for each of the W.I.N. Custom rides. Sandra had been talking about creating a long bike. She loves choppers and wanted a bike that is "long and hard," as she told us.





Jerry and friend William Newton went to work to design this awesome, clean chop job starting with a RC Comp rigid frame that they modified heavily. There's seven months worth of blood, sweat and tears in this scoot and every piece has been hand-fabricated and massaged into show winning perfection by Jerry's patient hands.

Jerry Fowler rebuilt the shiny 80-cubic-inch Evo motor including a Crane cam and H2-4 ignition, and S&S carb and Grumpy's sexy pipes. All the electrics are hidden in the custom oil bag, which also hides the ignition switch. Jerry took special care to hide every wire and cable. Check out the ultra-clean W.I.N. Custom Cycles handlebars with the integrated Dakota Digital instruments.

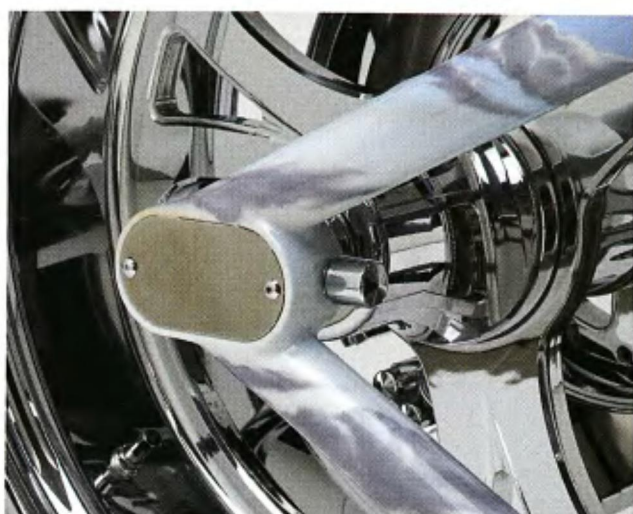
This bike project began long before 9/11, but after the destruction of the WTC Jerry and Sandra decided to make the chopper a tribute to the brave firefighters who were lost. Master painter Chris Cruz turned their concepts into the amazing mural seen here in House of Kolor red, white, blue and silver pearl.

Jerry told us that he sometimes thinks the bike's "theme" actually hurt the number of votes received at some shows. He figures that the voting public might be spending too much time looking at the 9/11 paint and not really seeing all the one-off fabricating details that make the chopper so trick. But the tribute bike was a favorite at our Bike Shows, running away with the Luster Lace Gleam & Gloss Award in Louisville, Kentucky; second place Best of Show Spectator's class in Charlotte, North Carolina; first place Best of Show Spectator's class in Chicago; first place Easyriders Spectator's class in Memphis, Tennessee; and first place in the V-Twin class at the Invitational in Columbus. WHEW!

As we went to press this tribute showstopper had been sold but Sandra and Jerry are building another chopper. If it's anything like the last few customs from W.I.N., you can bet heaven will smile on it at next year's shows and that it'll be another creation that inspires all who see it.

—Dave Nichols





Owner:.....Sandra Stephenson
City: ..Wake Forest, North Carolina
General

Fabrication:..W.I.N. Custom Cycles
Year and make:.....2002 Special
Construction

Model: 9/11 Chopper
Assembly: Jerry Stephenson
Time: 7 months
Chroming: Spacecoast Plating
Engine

Year and make: 1999 H-D Evo
Rebuilder:.....Jerry Fowler
Ignition:.....Crane
Displacement:.....80 cubic inches
Lower end: Harley-Davidson
Heads: H-D/Jerry Fowler

Cam: Crane
Lifters: factory
Carb: S&S
Air cleaner: S&S velocity stack
Pipes: Grumpy's

Transmission

Year and make: 1999 H-D
Engine sprocket: Primo
Wheel sprocket:.....RC Comp

Painting

Molding: Ellington's Auto Body
Painter: Chris Cruz
Color: red, white, blue and

Type: House of Kolor
Special paint: 9/11 tribute murals

Frame

Year and make:.....2002 RC Comp
Type: rigid
Rake: 45 degrees
Stretch: 5 inches over

Accessories

Bars: W.I.N. Custom Cycles
Risers:.....W.I.N. Custom Cycles
Handlebar controls:.....Performance
Machine

Fenders: Yaffe front/W.I.N. rear
Headlight:.....Headwinds
Taillight:.....W.I.N. Custom Cycles
Speedo:.....Dakota Digital
Dash:.....W.I.N. Custom Cycles
Pegs:.....W.I.N. Custom Cycles
Foot controls: Perf. Mach

Gas tank: Fat Katz
Oil tank: W.I.N. Custom Cycles
Primary: Primo
Seat: Old Stage
Mirrors: Performance Machine
Grips: W.I.N. Custom Cycles

Forks

Type: wide glide-style
Extension:.....10 inches over
Builder: W.N. Custom Cycles

Wheels

Size: 21 front/18 rear
Make: RC Comp
Tires: Avon
Brakes: RC Comp

Photos: Michael Lichter
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DESCRIPTION

The formula is presented in capsule form and is 100% pure herbal in content. It is a secretagogue by function and generates significant increase in penis length and diameter by causing the erectile chambers to grow in both length and width. The erectile chambers once enlarged hold more blood allowing a larger, stronger, more muscular erection. Androenlarge results in a usual growth rate of 1 inch per month. Average results are reported as 1-3 inches gained in length and a 50% increase in width if taken for the recommended time period of three months.

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The formula is hormonal in function. It causes the body's pituitary gland to release human growth hormones, while stimulating the testes and adrenal glands to secrete male sex hormones known as androgens directly into the bloodstream. Androgens are a group of male sex hormones that influence the development of the male reproductive system, especially the penis. The theory behind the formula is to cause the body to reproduce the elevated hormone levels present during puberty. During puberty the penis experiences a growth of 5-8 times. Studies indicate that a man's penis size is directly related to the length of their puberty. The longer puberty lasted the longer the penis. Androenlarge recreates these elevated hormone levels and maintains them so the penis will start to regrow. Increases of up to 1-3 inches have been achieved.

MEDICINAL INGREDIENTS

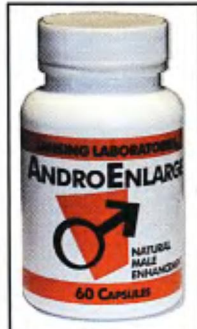
The formula consists of five ingredients.

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to produce the testicular androgen, testosterone. This causes the penis tissue to become denser, stronger, and more muscular allowing rock hard erections.

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Horse Chestnut Seed Extract is a widely prescribed medicine in Europe. This extract contains active saponins called escins. These compounds stimulate the pituitary gland to release the hormone called adrenocorticotropic hormone (ACTH). This hormone causes the adrenal cortex to produce the adrenal androgens dehydroepiandrosterone (DHEA) and androstenedione. These androgens stimulate all aspects of penis growth. They promote cell development, which results in an increase in length and thickness.

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 then swing shut.



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Dave Perewitz's new billet 41mm forks reflect his reputation for contemporary styling and quality. Featuring billet aluminum triple trees with integrated blind neck post, custom machined billet lower legs and a mirror show chrome finish, these forks are the perfect complement to any machine. Additionally the sleek new legs are fitted with a Perewitz's hidden wheel axle assembly and unique, adjustable fender mounts. Dave's forks are designed for use with OEM internal components for trouble-free performance and longevity. For details call 508-586-2511 or catch the complete Perewitz product line by clicking on the Web at www.perewitz.com.



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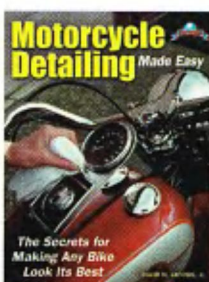
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Designed by the Weerd brothers of Holland, the Raging Bull rolling chassis is available from Chrome Specialties. It features a beefy rigid frame with ultra-clean welds. The kit comes with a massive, 15-inch rear wheel with 230-series tire, and a 16-inch front wheel, shod with ultra-wide rubber. Built to intimidate, this big boy puts lots of rubber to the pavement with its big wheels and its mirror-polished solid wheels by Weld Racing. The rolling chassis also comes with a 12-inch, polished Fat Glide front end with axle and spacers, a set of three Jammer 10-inch brake rotors and Weerd Brothers 2-piston calipers with brackets, a chromed rear pulley, Khrome Werks handlebars and risers, a custom oil tank, and Avon tires. Call 800-811-8904 for the address of a Chrome Specialties dealer near you or log on to www.chromespecialties.com.



Motorcycle Detailing Made Easy

If you thought you knew how to clean your bike, think again. This new book by Dave Jacobs will show you things

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With 143 pages of photos and clear illustrations, Motorcycle Detailing Made Easy can teach you the tricks the pros use for making the most of their cleaning and care sessions. Price of the book is \$19.95 plus shipping. To place an order with Whitehorse Press, or to obtain a free Whitehorse Press motorcycling catalog, call 800-531-1133 or 603-356-6556, or check out their fine Web site at www.WhitehorsePress.com.



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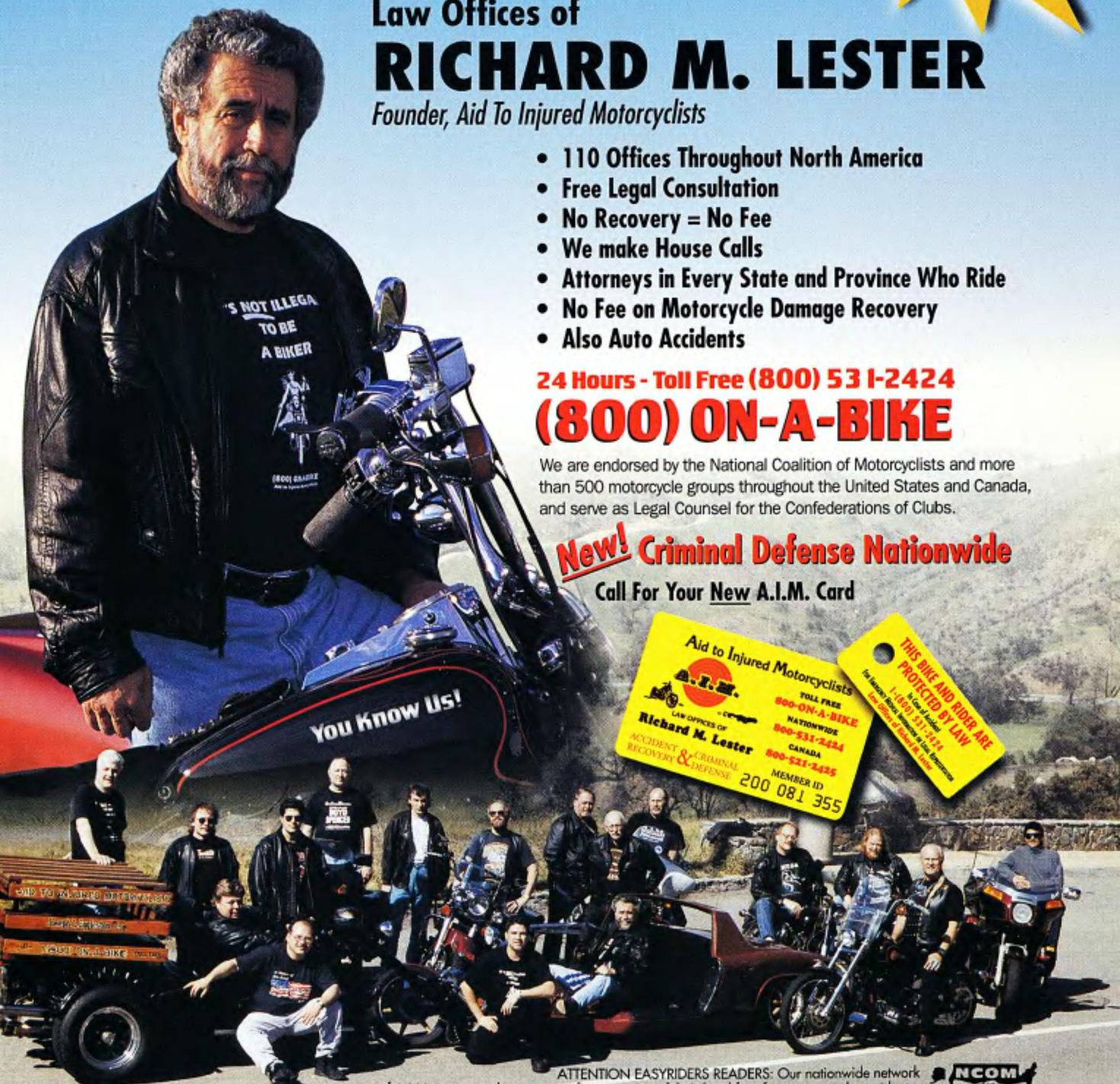
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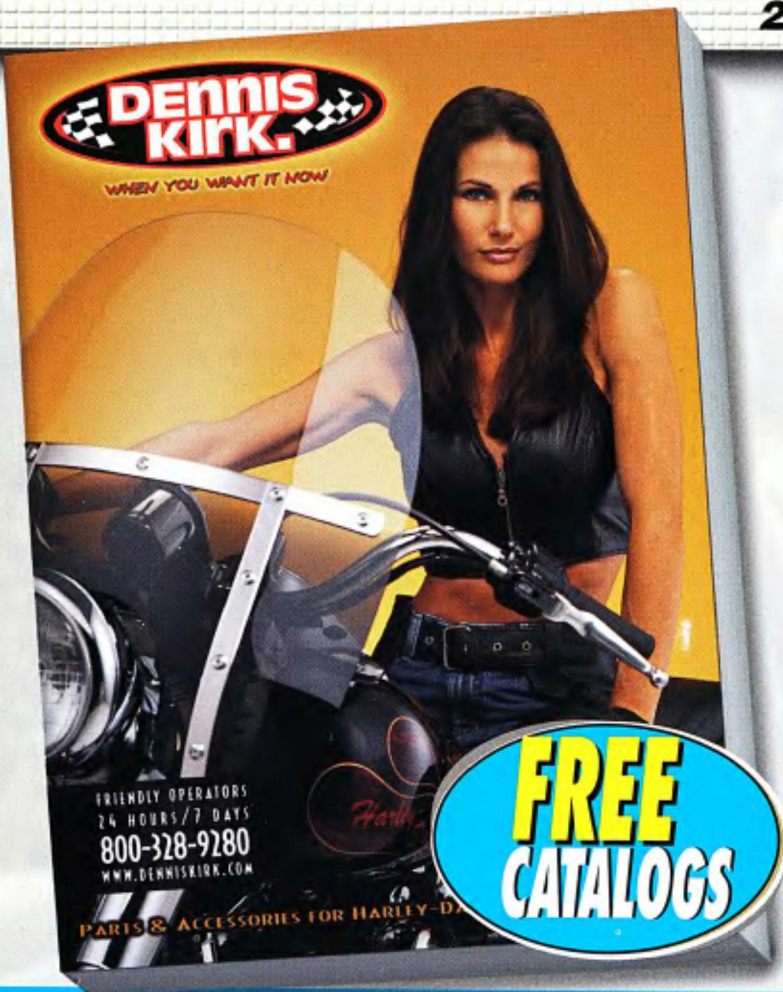
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ONE FROM THE ALLEY



GASOLINE ALLEY NYC, THAT IS.

Gasoline Alley NYC has been up, running, and open for business in its Brooklyn, New York, shop for almost two years now. The three guys inside this former warehouse, the trio making all the custom magic happen, go back a bit further than that, though. Indian Larry, Paul Cox, and Gerard Mortillaro go way back in the custom-bike world; these three have been building and collaborating on wicked, stripped-down Harleys for decades. Well, they finally decided to get together under one roof, and that roof covers almost 6,000 square feet completely devoted to the production of custom motorcycles. Lots of them.

While old-school chops are the house

specialty, the guys at Gasoline Alley NYC can do it all, and now that they're not wasting time chasing each other around to get something done, they're turning out complete bikes at a furious pace. Scooters like the one we're looking at here are rolling out the door at the rate of about one a month. Amazing what a little organization will accomplish, huh?

Rich Remplevich's fat-tire rigid is a perfect example of what we're talking about. Like we said, old-school choppers are the trio's forte, "but every bike we build is a one-off put together to fill a customer's wish list," says Gerard. And Rich's wish was a long and low fatass rigid. Just back from rolling around

Daytona's Bike Week, Rich had been knocked over by the bikes he'd seen from Jesse James and Billy Lane, but he wanted his done locally. Local doesn't come much closer for this Brooklyn native than Brooklyn's own Gasoline Alley NYC.

"Rich knew exactly what he wanted and he came right out with it," Gerard remembers. "He told us he wanted a big, fatass, badass rigid, period." After a couple sit-down planning sessions with the Alley gang everyone got on the same page as far as a parts mix, paint job, and price range went and then the guys at Gasoline Alley began to do their thing. For this bike they started with a 2001 Atlas frame, and they had it delivered as

stripped as possible. "We always make all our own mounts and brackets so we don't need any of them on a frame," Gerard explains, and since Indian Larry's known for hiding everything—wiring, hydraulics, the works—inside the frame tubes, he'd be strategically placing bungs and fittings to the frame, too. Another trademark of a Gasoline Alley bike is an oiling system that includes a big, spin-on filter. Rich's Atlas frame got all of that.

While the engine choice rarely matters at Gasoline Alley (they'll build bikes powered by knuckleheads, panheads, shovelheads, anything V-twin), Rich specifically requested that his rigid be powered with an S&S. A 96-cubic-inch S&S was ordered, unassembled. Indian Larry prefers to build his own engines, thanks, putting his hand and his touch to

everything inside. "That way we know what we have," Gerard says, "and we can warranty the job. And we like to do our own polishing, too," he goes on to say, so it's clear that getting their engines in pieces makes even more sense. Likewise, all the transmissions used at Gasoline Alley are delivered in breakdown form, too. They're polished and assembled in-house as well.

While all of this frame work, metal bending, and engine building is going on, Paul Cox is busy in his corner of the shop, hunched over his layout tables and sewing machines custom carving some leather masterpiece upholstery. On Rich's bike he even accented the work with a set of hand-woven matching grips. Finally, the bike's custom-mix House of Kolor candy brandywine was put on by

Robert Pradke at Custom Auto Design, the painter and paint shop that works exclusively for Gasoline Alley NYC.

The Gasoline Alley aesthetic is simple. "We don't put anything on a bike that doesn't need to be there," is how Gerard explains it. But building simple doesn't mean that the building gets easy. Just the opposite is true. Making a bike look simple takes work, along with plenty of thought. Run your eyes over Rich's 240-tire rigid and you'll see what we mean. Keep your peepers open for more killer work coming out of Gasoline Alley NYC. You can reach them at 718-609-9184, and maybe take a look at their Web site at www.gasolinealleynyc.com.

These guys have been around forever, but now that they're finally together they're just getting started! —Joe Kress







Owner:.....Rich Remplevich
City:.....Brooklyn, New York

General

Fabrication:.....Gasoline Alley NYC
Year/make: 2001 Special

Construction
Model: rigid custom

Assembly: Indian Larry
Time: 4 months

Chroming: Wilco Plating
Engine

Year: 2001 S&S
Rebuilder: Indian Larry

Displacement:.....96 cubic inches
Carn: S&S

Carb: S&S G
Pipes: Gasoline Alley NYC

Transmission

Year/make: 2001 JIMS
Painting

Molding: Robert Pradke/CAD
Painter: Robert Pradke/CAD

Color: kandy brandywine
Type: House of Kolor

Frame

Year/make: 2001 Atlas
Type: rigid

Rake: 40 degrees
Stretch: 2 inches,

downtubes

Accessories

Handlebar:.....Choppers Inc.
Risers: Choppers Inc.

Handlebar controls:.....Performance
 Machine

Fenders:.....D&D Metalworks/
 Gasoline Alley NYC

Headlight:.....Headwinds
Taillight:.....Paul Yaffe/Gasoline

Alley NYC
Speedo: none

Pegs: Performance Machine
Foot controls: Performance

Machine
Gas tank: D&D Metalworks

Oil tank: Atlas
Seat: Paul Cox Custom Leather

Grips: Paul Cox Custom Leather
Front end

Type: wide
Builder: Pro-One

Wheels

Make: Performance Machine
 Trespasser

Size: 21 x 2.15 front,
 18 x 8.5 rear

Tires: Metzeler 80-90 x 21 front,
 240-40 x 18 rear

Brakes: Choppers Inc.
Photos:.....Timothy White



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Mobile
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Info: 251-645-2466

ALASKA

ABATE Bikerfest
Place: Birchwood Saloon,
Chugiak
Date: Oct. 12
Info: 907-688-2827

Kenai ABATE Annual
Halloween Party
Place: Clamsell,
Clam Gulch
Date: Oct. 26
Info: 907-262-1910

Annual Thanksgiving
Food Drive
Place: Rainbow, Kenai
Date: Nov. 9
Info: 907-262-1910

Veteran's Day Bash
Place: Vietnam Vets MC
Date: Nov. 11
Info: 907-227-3155

Toy4-4 Totz Drive
Place: Goodnight Inn,
Soldotna
Date: Dec. 7
Info: 907-262-1910

Christmas Charity Ball
Place: Valley ABATE
Date: Dec. 7
Info: 907-376-8435

ARIZONA

HOGtoberfest
Place: Wildcat House,
Tucson
Date: Oct. 13
Info: 520-792-0111
www.tucsonharley.com

Annual Southern Arizona
Biker Rodeo
Place: Arena Bar, Benson
Date: Oct. 18
Info: 520-459-7940

Ride For Kids
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Info: 800-253-6530
www.ride4kids.org

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Place: Yolanda's Chuck-
wagon, Cactus Forest
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Sunshine Acres Children's
Home Ride
Place: Glendale H-D
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Info: 623-825-4268;
623-247-5542;
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Annual Youth Haven
Toy Run
Place: Perkins Restaurant,
Tucson
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Info: 520-825-3219

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Annual Griffith Park
Sidecar Rally
Place: Griffith Park,
Los Angeles
Date: Oct. 19-20
Info: 818-780-5542
www.sidecar.com

Motorcycle Swap Meet
Place: Orange County
Fairgrounds, Costa Mesa
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Info: 949-582-2371
www.intershow.com

Cycle Swap Meet
Place: Vets Stadium, L.B.
Date: Oct. 27
Info: 714-557-1846
www.toppingevents.com

ABATE Local #13 Monster
Madness Run
Place: Ventura
Date: October 28
Info: 805-658-7115

Love Ride 19
Place: Glendale H-D
Date: Nov. 10
Info: 818-246-5618 ext. 7
www.loveride.org

Cycle Swap Meet
Place: Vets Stadium, L.B.
Date: Nov. 24
Info: 714-557-1846
www.toppingevents.com

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Place: Orange County
Fairgrounds, Costa Mesa
Date: Dec. 6 (Tentative)
Info: 949-582-2371
www.intershow.com

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ABATE Highway Cleanup
Place: Trout Creek Pass
Mile Marker 221-222
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Info: 719-395-0360
www.abateofcolorado.org

Hawg Wild MC
Show & Swap
Place: Longmont
Date: Nov. 3-4
Info: 970-669-5589
www.hawgwildcc.com

Pre-Christmas Swap Meet
Place: Colorado Springs
Date: Nov. 9-10
Info: 719-351-0248
www.hotflames
productions.com

ABATE Annual
Christmas Party
Place: VFW, Johnson's Vill.
Date: Dec. 7
Info: 719-395-0360
www.abateofcolorado.org

ABATE Christmas Party
and Toy Drive
Place: Crystola Inn,
Woodland Park
Date: Dec. 7
Info: 719-638-8821
www.abateofcolorado.org

ABATE Toy Give-away
Place: Bella Vista, Divide
Date: Dec. 14
Info: 719-638-8821
www.abateofcolorado.org

FLORIDA

Biketoberfest
Place: Daytona
Date: Oct. 17-20
Info: 800-854-1234
www.biketoberfest.org

Florida State HOG Rally
Place: Ft. Lauderdale
Date: Oct. 31-Nov. 2
Info: 866-FLA-HOGG
www.flstatehogrally.com

Ride for Kids
Place: Plaza of Dunnellon
Date: Nov. 3
Info: 800-253-6530
www.ride4kids.org

Annual Christmas Toys
in the Sun Run
Place: Fort Lauderdale
Date: Dec. 8
Info: 954-722-8355
www.skyboom.com/toys
inthesunrun

GEORGIA

Georgia State H.O.G. Rally
Place: Jekyll Island
Date: Oct. 31-Nov. 2
Info: 888-424-6477
www.gastatehogrally.com

ABATE of Georgia Swap
Meet & Bike Show
Place: Lakewood
Fairgrounds, Atlanta
Date: Nov. 3
Info: 404-294-8900

Annual Gus Singleton
Memorial State Toy Run
Place: Chastain Park
Amphitheatre, Atlanta
Date: Nov. 18
Info: 404-294-8900

HAWAII

Hawaii State H.O.G. Rally
Place: Honolulu
Date: Oct. 12-13
Info: 808-637-9612
www.histatehogrally.com

IDAHO

Toys For Tots Run
Place: ABATE Kootenai &
Hoodoo chapters
Date: Nov. 2
Info: 208-683-1604;
208-777-1069
www.abate-nid.org

ICMS Can Dance/Annual
Membership Meeting
Place: Rider's Bar and Grill,
Boise
Date: Nov. 16
Info: 208-939-4415

ILLINOIS

Anniversary Chapter Party
Place: Heritage Trail ABATE
Date: Oct. 19
Info: 217-826-6155;
217-466-5680
www.abate-il.org

BOG Bike Raffle &
Halloween Party
Place: Morris
Date: Oct. 26
Info: 815-634-4474
brothersofgrundy.com

Annual Polar Bear Toy Run
Place: Galesburg
Date: Nov. 9
Info: centralilabate.org

Annual Chicagoland
Toys For Tots Parade
Place: Chicago
Date: Dec. 1
Info: 773-866-TOYS
www.ChicagolandTFT.org

Broom Stick Pool Shootout
and Chili Cook Off
Place: Blackhawk ABATE
Date: Dec. 7
Info: 309-792-3494
www.abate-il.org

INDIANA

Full Run Run
Place: ABATE Steuben-
LaGrange Co
Date: Oct. 19
Info: abateofindiana.org

Casino Night
Place: ABATE Elkhart Cnty
Date: Oct. 19
Info: abateofindiana.org

Blues Dance
Place: ABATE
Howard County
Date: Oct. 19
Info: abateofindiana.org

Halloween Party
Place: ABATE Wayne Cnty
Date: Oct. 19
Info: abateofindiana.org

Toy Run
Place: ABATE Owen Cnty
Date: Oct. 19
Info: abateofindiana.org

Family Halloween Party
Place: ABATE Region 8
Date: Oct. 19
Info: abateofindiana.org

Monte Carlo Night
Place: ABATE Marion Cnty
Date: Oct. 19
Info: abateofindiana.org

Toy Run
Place: ABATE Region 12
Date: Oct. 19
Info: abateofindiana.org

Swap Meet
Place: ABATE White and
Carroll Counties
Date: Oct. 20
Info: abateofindiana.org

Euchre/Chili Tournament
Place: ABATE Tipton Cnty
Date: Oct. 26
Info: abateofindiana.org

Halloween Party
Place: ABATE Jennings
County
Date: Oct. 26
Info: abateofindiana.org

Toys For Tots
Place: Porter County
Date: Nov. 2
Info: abateofindiana.org

Toy Run
Place: ABATE Region 11
Date: Nov. 2
Info: abateofindiana.org

Fall Swap Meet
Place: ABATE Region 3
Date: Nov. 3
Info: abateofindiana.org

Turkey Shoot
Place: ABATE Brown Cnty
Date: Nov. 3
Info: abateofindiana.org

Toys for Tots
Place: ABATE LaPorte
County
Date: Nov. 9
Info: abateofindiana.org

Euchre/Chili Tournament
Place: ABATE Miami Cnty
Date: Nov. 9
Info: abateofindiana.org

Toy Run
Place: ABATE Region 9
Date: Nov. 9
Info: abateofindiana.org

Toy Run
Place: ABATE Kosciusko
County
Date: Nov. 10
Info: abateofindiana.org

Pool Tourney
Place: ABATE Tippecanoe
County
Date: Nov. 10
Info: abateofindiana.org

Fall Training Seminar
Place: ABATE State
Date: Nov. 16
Info: abateofindiana.org

Pool Tournament
Place: ABATE Region 11
Date: Nov. 23
Info: abateofindiana.org

Euchre/Chili Tournament
Place: ABATE Howard
County
Date: Nov. 24
Info: abateofindiana.org

Toys for Tots
Place: ABATE Lake County
Date: Nov. 30
Info: abateofindiana.org

Toys for Tots
Place: ABATE Fulton Cnty
Date: Dec. 1
Info: abateofindiana.org

Christmas Party
Place: ABATE Allen County
Date: Dec. 7
Info: abateofindiana.org

Christmas Party
Place: ABATE Region 6
Date: Dec. 7
Info: abateofindiana.org

Christmas Party
Place: ABATE Region 11
Date: Dec. 7
Info: abateofindiana.org

Christmas Party
Place: ABATE Region 13
Date: Dec. 7
Info: abateofindiana.org

Toy Run
Place: ABATE Warrick
County
Date: Dec. 8
Info: abateofindiana.org

Toys for Tots
Place: ABATE St. Joe Cnty
Date: Dec. 14
Info: abateofindiana.org

Toys for Tots
Place: ABATE Jasper-
Newton Co.
Date: Dec. 14
Info: abateofindiana.org

Pool Tournament
Place: ABATE Miami Cnty
Date: Dec. 14
Info: abateofindiana.org

IOWA

Annual Toy Run & Meeting
Place: Wal-Mart, Denison
Date: Oct. 13
Info: www.abateiowa.org

Toy Run
Place: Iowa State Capital
Date: Oct. 13
Info: www.abateiowa.org

Annual Toy Run
Place: Albany
Date: Oct. 13
Info: www.abateiowa.org

Halloween Party
Place: ABATE District 9
Date: Oct. 26
Info: www.abateiowa.org

ABATE 8-Ball Pool &
Costume Contest
Place: Loco Joe's, Ankeny
Date: Oct. 26
Info: www.abateiowa.org

ABATE Halloween Party
Place: Cedar Park, Creston
Date: Oct. 26
Info: www.abateiowa.org

Halloween Get Together
Place: Casey's, Waterloo
Date: Nov. 1
Info: www.abateiowa.org

Toy Run/Meeting
Place: Greenfield
Date: Nov. 2
Info: www.abateiowa.org

ABATE of Iowa STEAM
Place: Best Western Inn,
Newton
Date: Nov. 8-10
Info: www.abateiowa.org

Chili Cook-Off
Place: ABATE District 9
Date: Nov. 16
Info: www.abateiowa.org

Pool Tournament
Place: Sportsman Lounge,
Forest City
Date: Nov. 16
Info: www.abateiowa.org

Meeting/Scavenger Hunt
Place: Shoeless Joe's,
LuVerne
Date: Nov. 16
Info: www.abateiowa.org

Creston Toy Run
Place: Hi-Crest Auto,
Creston
Date: Nov. 16
Info: www.abateiowa.org

Meeting/Dart & Pool
Tournament
Place: Casey's II Pub &
Eatery, Waterloo
Date: Nov. 17
Info: www.abateiowa.org

Meeting & Chili Cookoff
Place: The Office Lounge,
Sioux Rapids
Date: Nov. 17
Info: www.abateiowa.org

Meeting & Chili Cookoff
Place: Solon Station Solon
Date: Nov. 17
Info: www.abateiowa.org

Chili Cook-Off
Place: Southport Sports
Bar, Des Moines
Date: Nov. 23
Info: www.abateiowa.org

Christmas Party
Place: ABATE District 19
Date: Dec. 7
Info: www.abateiowa.org

Family Bowling Party
Place: Classic Lanes,
Des Moines
Date: Dec. 7
Info: www.abateiowa.org

Monthly Meeting and
Christmas Party
Place: ABATE District 11
Date: Dec. 8
Info: www.abateiowa.org

Christmas Magic Bus Party
Place: Porky's, Des Moines
Date: Dec. 14
Info: www.abateiowa.org

Christmas Party/Meeting
Place: ABATE District 15
Date: Dec. 15
Info: www.abateiowa.org

Meeting and Christmas
Pot-Luck
Place: Casey's 218 Pub,
Waterloo
Date: Dec. 15
Info: www.abateiowa.org

LOUISIANA
Steel Pony Express V
Place: Zephyr Field, N.O.
Date: Oct. 31-Nov. 4
Info: 877-991-RIDE (7433)
steelponyexpress.com

MAINE
Foliage Run
Place: UBM Penobscot
Date: Oct. 13
Info: 207-827-0272

UVMC Halloween Party
Place: TBA
Date: Oct. 19
Info: 207-532-6942

Halloween Party
Place: UBM Franklin, Jay
Date: Oct. 26
Info: 207-562-9017
www.ubm-usa.org

Saracen MC Annual
Halloween Party
Place: Turner
Date: Oct. 26
Info: 207-225-2638
www.smct1970.com

Halloween Dance
Place: UBM Somerset,
Solon
Date: Oct. 26
Info: 207-696-5793
www.ubm-usa.org

Iron Horseman MC Open
Season Party
Place: Sangerville
Date: Oct. 26
Info: 207-683-2354

Halloween Dance
Place: Washington, Machis
Date: Oct. 26
Info: 207-454-8116
www.ubm-usa.org

UVMC Veterans Day
Ceremonies
Place: Caribou
Date: Nov. 11
Info: 207-521-7237

Potluck Hunter
Supper/Dance
Place: UBM Piscataquis,
Guilford
Date: Nov. 16
Info: 207-695-2457
www.ubm-usa.org

Christmas Party
Place: UBM Androscoggin,
TBA
Date: Dec. 1
Info: 207-353-4047
www.ubm-usa.org

H. A. MC Christmas Party
Place: TBA
Date: Dec. 7
Info: 207-784-4355
hellsangelsmaine.com

Annual Christmas Party
and Dance
Place: UBM Piscataquis,
Guilford
Date: Dec. 14
Info: 207-695-2457
www.ubm-usa.org

MARYLAND
Washington County
Halloween Party
Place: Dogpatch Tavern,
Hagerstown
Date: Oct. 27
Info: 301-791-2844

Christmas Party Run and
Adventist Center Canned
Food Drive
Place: Dogpatch,
Hagerstown
Date: Dec. 8
Info: 301-824-6530

MICHIGAN
Annual Color Tour
Place: ABATE 20
Date: Oct. 12
Info: 810-233-4237

Annual Color Run
Place: ABATE Region 16
Date: Oct. 12
Info: 989-826-5587

Fall in Hell Part II
Date: Oct. 13
Place: ABATE Region 14
Info: 734-481-1452

Halloween Party
Place: ABATE Region 11
Date: Oct. 26
Info: 586-949-7146

Swap Meet
Place: State Fair Grounds,
Detroit
Date: Oct. 27
Info: 800-968-4242

Annual Holiday
Charity Event
Place: ABATE 19
Date: Nov. 3
Info: 248-693-6068

Christmas Party
Place: ABATE Region 7
Date: Dec. 7
Info: 989-790-9525

MISSISSIPPI
ABATE Scavenger Hunt
Place: Steel Horse, Natchez
Date: Oct. 26
Info: 601-765-1456

ABATE Vet's Food Run
Place: Brookhaven to
Monticello
Date: Nov. 10
Info: 601-587-4823

Run To Feed The Hungry
Place: Natchez
Date: Nov. 16
Info: 601-567-0086

Natchez Toy Run
Place: Ferriday, LA to
Natchez
Date: Dec. 1
Info: 601-567-0086

Brookhaven Toy Run
Place: Wal-Mart,
Brookhaven
Date: Dec. 7
Info: 601-587-4823

MISSOURI
FORR Annual Toy Run
Place: VFW Overland
Date: Nov. 3
Info: 314-954-4013

FORR Toy Run
Place: Lodge of the Ozarks,
Branson
Date: Nov. 3
Info: 417-334-0775

NEVADA
AHDRA Drag Racing
Place: Las Vegas Motor
Speedway
Date: Oct. 19-20
Info: 336-924-2095
www.ahdra.com

Ironcrossmen Toy Run
Place: Las Vegas
Date: Dec. 1
Info: 702-870-6121

NEW MEXICO
Annual Brotherhood 74
Toy Run
Place: Carlsbad
Date: Dec. 14
Info: 505-236-1041

NEW YORK
Fall Foliage Run
Place: Bob's Bikes,
Lynbrook
Date: Oct. 19
Info: 516-616-3184

Goat Brothers Swap Meet
and Bike Show
Place: Saratoga Springs
Date: Oct. 19
Info: 518-583-3398
www.goatbrothers.com

ABATE Annual Food Drive
and Ride
Place: Jugs and Stokers,
Merrick
Date: Nov. 17
Info: 516-616-3184

Annual Toy Run
Place: Staten Island
Biker's Association
Date: Nov. 17
Info: 718-496-4221

XMAS Wreath Fund-raiser
Place: California Brew
Haus, Rochester
Date: Nov. 23
Info: 716-234-0895
www.abatenymonroe.org

Xmas Wreath Delivery
Place: Monroe Chapter
ABATE
Date: Dec. 7
Info: 716-234-0895
www.abatenymonroe.org

NORTH CAROLINA
October Jam
Place: Salisbury
Date: Oct. 12-13
Info: 704-455-6245

Annual CBA Fall Swap Meet
and Bike Show
Place: Charlotte
Date: Nov. 9-10
Info: 704-889-1976

CBA Toys for Tots 2002
Place: Charlotte
Date: Dec. 1
Info: 704-889-1976

OHIO
Covered Bridge Run
and Weenie Roast
Place: Harpersfield Dam
Date: Oct. 13
Info: 440-576-1275
www.abatecmro.org

Annual Rocktoberfest
Fundraiser Party
Place: Sheridan's Rest. &
Lounge, Twinsburg
Date: Oct. 19
Info: 330-325-8771

ABATE/CMRO Party
Place: Carrollton Eagles
Date: Oct. 27
Info: 330-821-9468
www.abatecmro.org

Friends in Freedom
Fundraiser Party
Place: Sheridan's Rest.
& Lounge, Twinsburg
Date: Nov. 23
Info: 330-325-8771

OKLAHOMA
October Run
Place: Sparks
Date: Oct. 25-27
Info: 918-866-2543

Halloween Party
Place: Oklahoma City
Date: Oct. 26
Info: 405-936-RIDE

Veterans Day Run
Place: Oklahoma City
Date: Nov. 11
Info: 405-936-RIDE

Toy Run
Place: Oklahoma City
Date: Dec. 8
Info: 405-936-RIDE

PENNSYLVANIA
Annual BACA Toy Run
and Parade
Place: Darby
Date: Nov. 11
Info: 888-635-1548

SOUTH CAROLINA
South Carolina State
H.O.G. Rally
Place: Greenville
Date: Oct. 10-12
Info: 864-646-8174
www.scstatehogrally.com

TENNESSEE
CMT/ABATE Event
Place: Sumner County
Date: Oct. 12
Info: 615-683-6608
www.cmtabate.com

CMT/ABATE Poker Run
Place: Harpeth River
Date: Oct. 13
Info: 615-683-6608
www.cmtabate.com

Historical Legislative Run
Place: Smith Wilson
CMT/ABATE
Date: Oct. 19
Info: 615-683-6608
www.cmtabate.com

Annual Halloween
Dinner Dance
Place: CMT/ABATE
Southwest
Date: Oct. 26
Info: 615-683-6608
www.cmtabate.com

Toy Run
Place: CMT/ABATE
Dickson Humphreys
Date: Oct. 26
Info: 615-683-6608
www.cmtabate.com

Toy Run
Place: CMT/ABATE
Smith/Wilson
Date: Nov. 2
Info: 615-683-6608
www.cmtabate.com

CMT/ABATE Toy Run
Place: Carroll County
Date: Nov. 2
Info: 615-683-6608
www.cmtabate.com

Highway 41 Toy Run
Place: CMT/ABATE
Date: Nov. 3
Info: 615-683-6608
www.cmtabate.com

CMT/ABATE Toy Run
Place: Upper Cumberland
Date: Upper Cumberland
Info: 615-683-6608
www.cmtabate.com

CMT/ABATE Toy Run
Place: Southwest Chapter
Date: Nov. 10
Info: 615-683-6608
www.cmtabate.com

Turkey Shoot
Place: CMT/ABATE
Center Hill
Date: Nov. 16
Info: 615-683-6608
www.cmtabate.com

Eatin' Meeting
Place: CMT/ABATE
Southwest
Date: Dec. 1
Info: 615-683-6608
www.cmtabate.com

Annual Veterans
Hospital Fundraiser
Place: Mugs Pub, LaGrange
Date: Dec. 6-8
Info: 901-372-3556
www.mugspub.com

Annual CMT/ABATE
Toy Run
Place: Sumner County
Date: Dec. 7
Info: 615-683-6608
www.cmtabate.com

Wheels of Thunder
Toy Run
Place: CMT/ABATE
Date: Dec. 7
Info: 615-683-6608
www.cmtabate.com

To have your event or organization listed, get the info to us at
least four months in advance. We're as accurate as possible,
but dates can change, so check with the sponsors first.
What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000
Fax: (818) 889-1252; www.easyriders.com

Wheels of Thunder
Christmas Party
Place: CMT/ABATE
Date: Dec. 7
Info: 615-683-6608
www.cmtabate.com

TEXAS
Texas Style Party Drags
Place: Lone Star Raceway
Park, Sealy
Date: Oct. 5-6
Info: 254-687-9066;
www.texascooter.com

Annual South Padre
Island BikeFest
Date: Oct. 10-13
Place: Mc Allen
Info: 956-688-7484;
www.spibikefest.com

Annual Gryphons
Chili Cook Off
Place: Waxahatchie
Date: Oct. 12
Info: 972-732-3434

TST Swap Meet
Place: Longview
Fairgrounds
Date: Oct. 20
Info: 254-687-9066
www.texascooter.com

TST Swap Meet
Place: Conroe Fairgrounds
Date: Nov. 10
Info: 254-687-9066
www.texascooter.com

TST Swap Meet
Place: Longhorn Ballroom,
Dallas
Date: Nov. 17
Info: 254-687-9066
www.texascooter.com

TST Swap Meet
Place: Crocket Center,
Austin
Date: Dec. 1
Info: 254-687-9066
www.texascooter.com

Gryphons MC Annual
Ellis County Toy Run
Place: Midlothian
Date: Dec. 8
Info: 972-723-3434

UTAH
Black Widow Party
Place: Barbary Coast,
South Salt Lake
Date: Oct. 31
Info: 801-232-2949

Ore House Saloon
Turkey Shoot
Place: Ore House Saloon
Date: Nov. 16
Info: 801-352-9571

Pot Luck
Place: Barbary Coast,
South Salt Lake
Date: Nov. 28
Info: 801-232-2949
barbarycoastsaloon.com

Ed Roth Winter Nationals &
Rat Fink Reunion
Place: Wendover Raceway
Date: Dec. 7
Info: 800-880-6567
www.ratfink.org

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Easynews

If it's of interest to bikers, we'll print it.

ama update

Busted In Tennessee

We've mentioned in the past about the antics of a small-town police department, in Rockford, Tennessee, with a repeated history of deadly encounters with bikers. Well, they are now officially out of business! According to the AMA, in an emergency meeting held June 5, the city commission of Rockford voted to disband the city's four-member police department immediately.

The town of Rockford drew the attention of the AMA, and bikers nationwide, when Rockford Police Sgt. James Ray Johnson (allegedly) intentionally swerved into the path of approaching motorcyclist, Philip Laton, on Old Knoxville Highway on March 10, 2001. Laton was killed instantly. Johnson has since been charged with vehicular homicide and is now free on a \$25,000 bond pending trial. If convicted, he faces up to six years in prison and a \$10,000 fine. No trial date has been set. Since the Laton death, the Blount County Sheriff's Department ended its mutual-aid agreement with the Rockford Police Department.

The Laton death wasn't the first run-in with motorcyclists for the Rockford P.D. Five weeks earlier, a biker was seriously injured following a high-speed chase involving yet another Rockford police officer. James B. Riddle, 19, of Maryville, Tennessee, suffered near-fatal injuries in a crash after he was pursued along Old Knoxville Highway.

Those incidents followed a crash in May 2000 in which Jennifer L. Bean of Rockford was killed. The car she was driving was hit by a Rockford police vehicle. The officer driving the vehicle was on his way to assist a Blount County deputy sheriff. That crash led to a \$5 million lawsuit against the Blount County Sheriff's Office and the Rockford Police Department. Sounds like a few of the "good ol' boys" from the Volunteer State finally have to face reality for their fatal and callous actions. It's about time.

Our thanks to the AMA's Bill Kresnak, for this update.

—Twiggy

deep pockets in daytona

Problems Ahead?

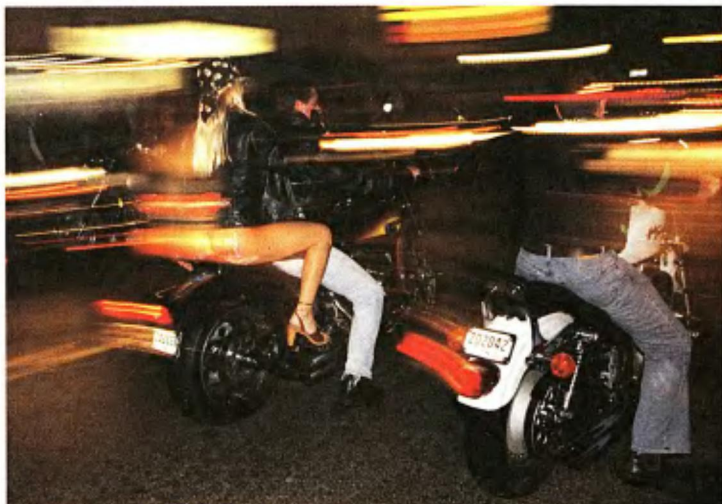


Photo: Mike Lichter

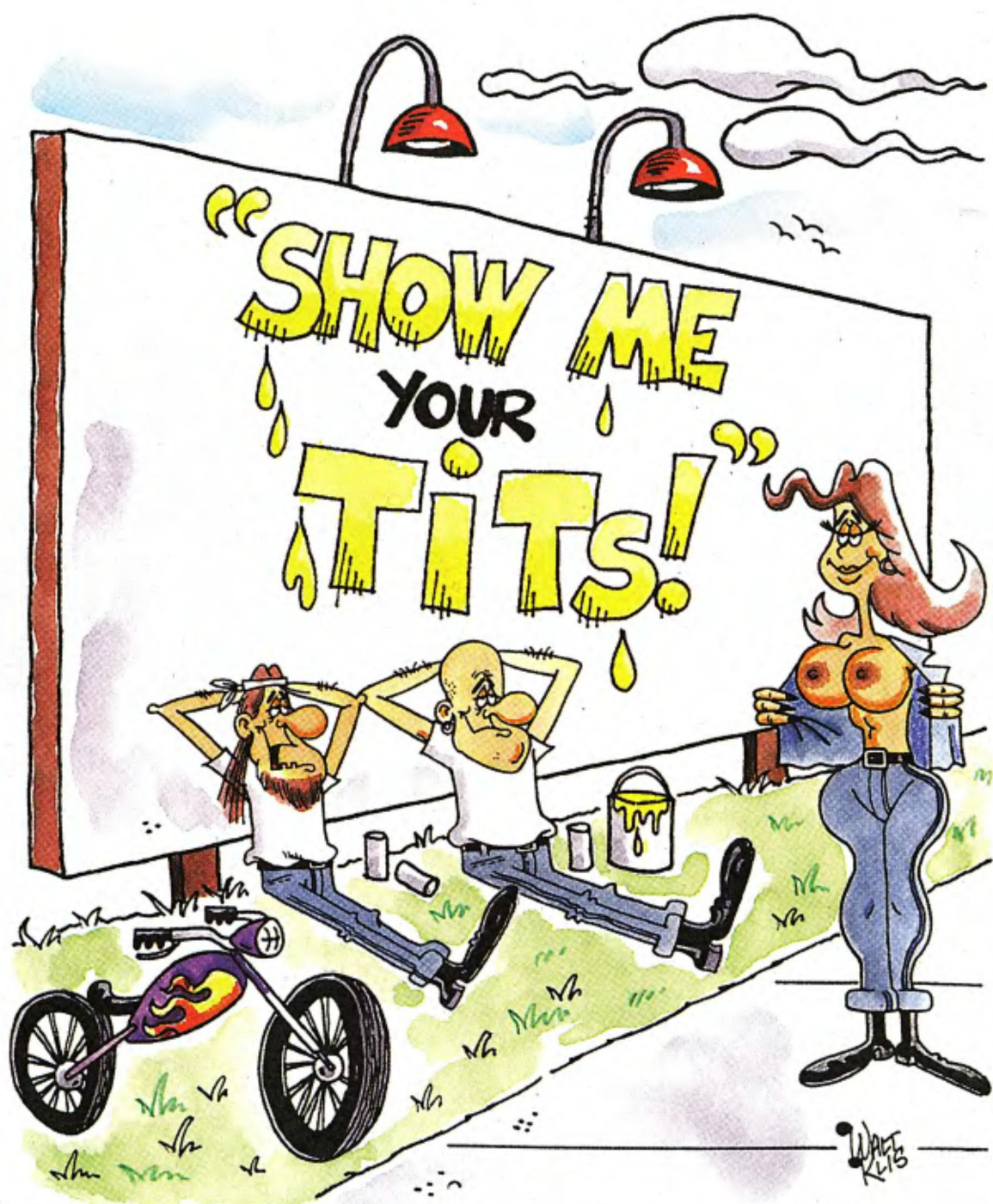
There's storm clouds building over the horizon in Florida. Brent Millikan & Co., an accounting firm in New Smyrna Beach that did the accounting for Daytona's 2001 fiscal year, has reported the city lost \$300,000 on Bike Week last year and will likely lose twice as much this year, according to *Motorcycle Consumer News*. It seems the city does not take in enough revenue to cover the costs of additional law enforcement, sewage treatment, trash pick-up and other related services. As bikers, I think we can all foretell how the city plans on recouping their alleged lost revenue. It's gonna be us!

Because of a few local residents who are opposed to Bike Week, but were ignored due to the huge revenues generated by the event, now conveniently have a voice in city government. At a recent public forum, members of the Stitch & Bitch Club were actually able to obtain a commitment from the City Commission to create and enforce city ordinances to keep Bike Week more "under control."

So, just exactly what does the term "under control" imply? Daytona Police Chief Kenneth Small responded by informing the City Commission of his plans to pursue a new city ordinance on noise. The plan includes increasing the penalty for excessive noise from a traffic ticket to a misdemeanor, for which the perpetrator can be arrested. He also wants to develop a new method for identifying offenders that would not require a decibel meter, and a shorter arrest form to expedite the process. Small also promised to have the new ordinances in effect for Biketoberfest this year.

This may be only one "small step" toward having Bike Week and Biketoberfest seriously curtailed due to the greedy whims of a few. First it's the noise factor. If they can get away with this, who and what are gonna be next? I hope Chief Small considers and takes into account the proverbial "can of worms" he is opening up.

—Twiggy



"See what I mean, man. Big advertising pays..."

Industry news

IronHorse Goes Indy

The American IronHorse Motorcycle Co. has teamed up with 1999 Indy Racing League (IRL) champion Greg Ray to sponsor the Greg Ray Racing team for the 2002 IRL season. Ray recently signed with A.J. Foyt Racing.

With five IRL victories, Ray won the Indianapolis 500 Pole Award in 2000 and has captured the MBNA Pole Award five times during his career. He'll get custom-designed American IronHorse logo helmets for the 2002 season as well as sporting the company logo on his No. 11 car and hero cards. Yep, hero cards. "The team of American IronHorse and Greg Ray is a winning combination. We're just thrilled to be partnering with such a high caliber of individual and competitor," said Tim Edmondson, president and co-founder of American IronHorse. "Ray will ride one of the company's new Texas Chopper models to motorcycle

dealer events."

"The opportunity to work with American IronHorse and wear its logo is something we're proud of," Ray said. "Both our teams share not only the same passion for this industry but a business philosophy focused on high-quality results. Having IronHorse's backing should give us some good headway for the remaining season."

—Paul Garson

back to school

Thong Police

In the past we've mentioned shady tactics used here in the U.S. by our education system not only by teachers but upper level management we well.

You readers may remember one instance that we reported on about drug-sniffing dogs at a high school searching student lockers for illegal drugs. In this case, a female honor student was busted and even suspended for the simple possession of Midol because she suffered from menstrual cramps. This was all

because of the schools over zealous "zero drug tolerance" program. Insanity like this just doesn't stop, and the following is yet another prime USDA example.

In the San Diego area, a high school vice principal forced female students to lift their skirts to verify that they weren't wearing thong underwear to a school dance.

This thong check was done in the presence of other students (including males). As you can imagine, parents went ballistic when they discovered that their daughters had been subjected to such a search.

This vice principal had the gall to state, "It was a safety issue and not a choice-of-underwear issue."

Lady, what safety issue are you even talking about? It's none of your damn business what kind of underwear these gals wear be it thong, bikini, or any underwear at all for that matter.

This panty-sniffing crazed woman has been placed on administrative leave and claims the above ruined her career. So far, there's been no word from the school if boxer patrols are next.

—Twiggy



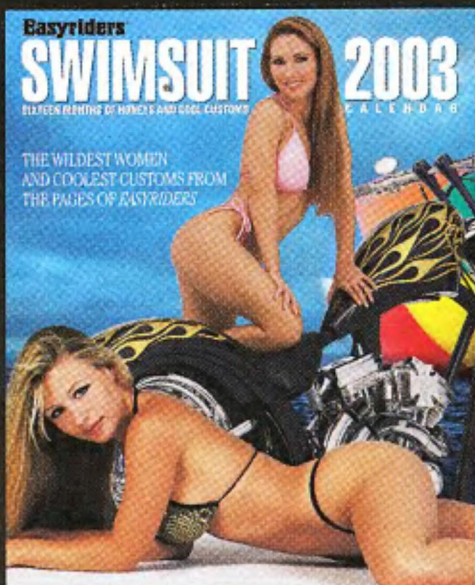
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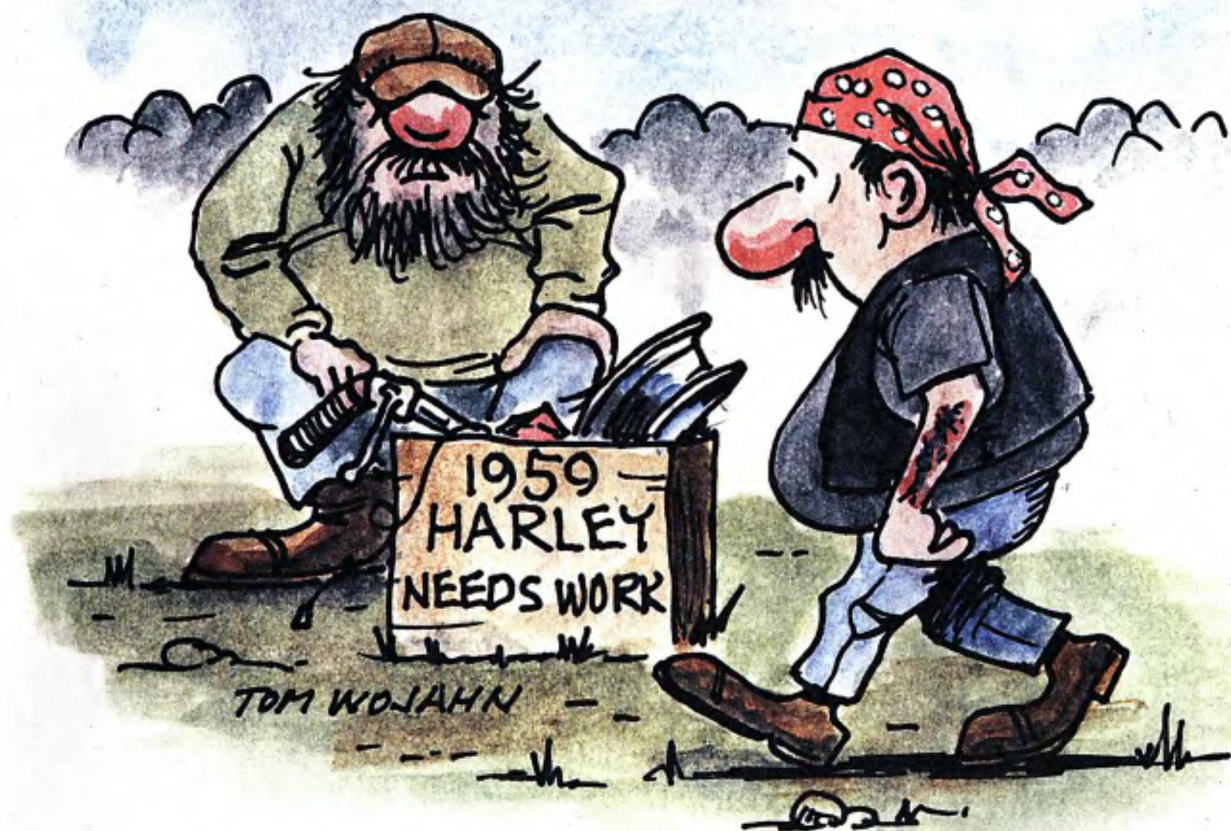
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PICKLE HILL SWAP MEET



legalese

NY's Ignition Interlock Bill

There's some wild legislation going down in New York, when it comes to "feel good" laws that make absolutely no sense to anyone, except to legislators who either have a hidden agenda to push, or the hidden agenda or interest of others.

New York Assembly members Ortiz, Diaz, Gordon, Green, and Tocci have introduced A11387. This mandates the installation of ignition interlock devices (similar to breathalyzers) by 2005 for motor vehicles manufactured for use in the state as well as for secondhand motor vehicles sold or registered within the state. It also mandates that all motor vehicles (motorcycles included) in New York State shall be equipped with such devices by 2006.

I discussed this item with the AMA's Terry Lee Cook. He said the bill was referred to the Assembly Transportation Committee on May 13, 2002, it's still a viable bill as of July, and it's anyone's guess on how it's going to go. But Terry nailed the above down when he stated "If this bill flies, how many New York politicians are going to be able to even start their own personal vehicles?" He's exactly right. After their martini breakfast, lunch, and dinner, they'd be the first howling at the moon and crying foul! Let's hope cooler heads prevail.

—Twiggy

industry news

2002 AMA Women & Motorcycling Conference

The AMA Women & Motorcycling Conference 2002 attracted several hundred female bikers (and some guys) from around the country. The conference featured several informative seminars and discussions ranging from political topics, social issues, safety courses and more. Reg Kittrelle held court with his Battle Trax course and ladies tore up his asphalt on their big bad bikes with top scores on the bike handling challenge course.

Hey, biker ladies are here to stay and represent the fastest growing segment of the motorcycle marketplace. Watch out! Curves ahead!

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Long time Easyriders readers will no doubt remember our tech expert Wrench that used to write this column. Well, from time to time, our staff comes and goes and Wrench bit the highway...face first. This time around we're proud to introduce our newest contributor for the Tech Letters, the infamous Dr. Mudflap (whose real life alter ego is moto-mechanic extraordinaire Tom Johnson, formerly of S&S Cycle).

Please send your technical two-wheeled queries to Dr. Mudflap c/o Tech Letters, P.O. Box 3000, Agoura Hills, California 91376-3000, and we'll be happy to embarrass you right here in print. And now... the Doctor is IN!

—Phantom Dave

I NEED A BELT

I'm doing a ground-up '57 frame with a 40-degree rake but no stretch in the upper or back. Engine is an 80-inch Evo with a 4-speed kick and button and a BDL 3-inch open belt. When I go to the all-Harley drags, a lot of the bikes have hydraulic clutches. What's the deal? I like the way the two master cylinders balance the handlebars.

Another question is if I can run a 4-inch wheel with a 160 tire on the back without cutting the frame.

Jim

Long Island, NY

Hydraulic clutches are kind of cool, but I don't see an edge over a good cable that's correctly adjusted. Some people say the cable gives a better feel, but I haven't seen much difference. I could probably find better things to spend money on than a hydraulic clutch, but that's up to you.

I got meaty rubber in my OEM '57 frame by lacing an 18 x 5-inch Akront rim to a '73-'85 dual flange rear hub and wrapping it with 140/80V18 Bridgestone Battleax Super V rubber. A 140 doesn't sound very impressive, but the Bridgestone stands a good 6 inches wide—about as much as your frame will take without a butcher job.

For brakes, I went with a Performance Machine 2-piston caliper and their "Custom Rigid" bracket. To bring this off you'll need a '73-'85 axle that the PM instructions will tell you how to modify. A master cylinder with the offset '58-'72 Wagner-Lockheed mounting holes will work with the OEM Duo Glide backing

plate and pedal if you're not into billet, just be sure it's compatible with disk brakes. Otherwise, pressure will build up in the system and make the brakes drag.

Welding a tab on the frame is the best way to anchor the caliper. You'll also need wheel spacers. Get a spacer kit from one of the distributors, install the caliper and bracket, and cut your spacers to center the wheel. If memory serves correct, the one on the left will need a lip to fit in the frame's axle slot.

Bear in mind that the tranny sprocket goes disbed side out. Chain alignment is critical for chain wear and a smooth running bike, so look for 0.010-inch run-out or less. Most distributors carry shims to space the sprocket out from the wheel hub, but my chain wound up dead nuts with the stock-offset '73-'85 style wheel sprocket.

This isn't exactly a cheap conversion unless you do a lot of swap meet shopping, but it's straightforward and well worthwhile. You'll get the meaty look without having to use an ATV tire, but you'll also wind up with a disk brake and several rear sprockets to choose from. With drums, you're stuck with the standard issue 51-tooth.

The dimensions on 55 year-old frames vary, but this setup worked fine for me. One thing—messing with brakes is risky business. If you have any doubt about your ability to bring this off, have a qualified mechanic do it.

DOIN' THE TOP END SHUFFLE

I have a '76 Super Glide and it's time for a top end job. I need to know some things before I start and I would appreciate your advice. I want to get a few more ponies out of the old girl while I'm at it. Should I order 0.060 oversize pistons and bore the cylinders to add some cubic inches and should I use forged pistons? What about a cam and lifters? What cam should I use and what lifters? It's hard to get good advice on a shovel from the local Harley dealer and I would appreciate any advice.

Bayou Richie
AOL Lover

You didn't say what oversize your cylinders are now, so I'm guessing that you haven't taken your top end apart yet. Do that and have the bores measured before

you order pistons. You're probably trying to save some downtime by getting all the parts together before you take the shovel apart, but that's not the way to fly. Get the cylinders measured first, and ask the machinist how far he will have to go to clean them up. You don't want to go any bigger than you have to, because each 0.010 oversize takes away one rebuild. If you're just 0.020 or 0.030 over now, you should have a couple of rebuilds left after this one. When you run out of oversizes, it's time for new cylinders, which doubles the cost of a basic top end rebuild.

Cast or forged pistons is a matter of personal preference, how you ride your motorcycle, and what's inside your engine now. Forged pistons have a denser grain structure that makes them more impact-resistant. That's a good thing if you float a valve and it smacks a piston. Cast pistons are not as tolerant of ub-obs like that, but, being less dense, they don't expand as much as forged pistons so you can set them up a little tighter. That means cast pistons are quieter and last a little longer.

You also have to consider compression ratio and piston weight. Forged pistons usually have a half-a-point to a point more compression than cast pistons. If you don't find replacement pistons that weigh within a few grams of the ones you have now, you'll have to rebalance the flywheels. You could get away with pistons as much as 40 grams heavier or 10 grams lighter, but when in doubt, rebalance. And don't forget that it's the weight of the whole assembly that matters—pistons, rings, wrist pins, and clips.

Good cam choices for a mild 74-inch shovelhead would be the Andrews Agrind, VThunder SHV 4000, and Crane H288B. When you decide on a cam, be sure that it's compatible with the lifters you want. Some cams work with solids and hydraulics, but some don't. I like solids in a shovel, but JIMS has reliable hydraulic lifters for them if you would rather go that route. Shovelheads rule!

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.



"I don't think he cares to hear your take on the 'Exciting new line of Honda motorcycles'."

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			✓
Alaska	4		15	17	c	c		p	r	r-28		✓
Arizona	4	a,12	14	17	c	c			r	r-29		✓
Arkansas	6		r	r, 17	c	c			r	r		✓
California	r	a, 6, 12		17, 21	c	c		25	r	r-28		✓
Colorado		a, 12	r	17	c	c			r	r-28		✓
Connecticut	4, 9	a, 4, 12	14	17, 22	c	c			r	r-28		✓
Delaware	1, 2, 5, 9	a, 4, 12, 13	r	17	c	c			r	r		✓
Florida	32	a, 6, 12, 13	r	r, 17	c	c			r			✓
Georgia	r	a, 12, 13	14	r, 17	c	c		26	r			✓
Hawaii	1, 4	a, 12	14		c	c	24		r	r		✓
Idaho	4	a, 6		17	c	c						✓
Illinois		a, 4, 12, 13	14	r, 17	c	c			r			✓
Indiana	4, 9	a, 12	4	17, 18	c	c						✓
Iowa		a, 4, 12		17, 20	c	c			r			✓
Kansas	4	a, 12	14	21	c	c			r (left)	r-28		✓
Kentucky	3, 6, 9	a, 12	r		c	c			r	29		✓
Louisiana	4, 31	a, 12	14	17	c	c			r (left)	r		✓
Maine	7	a, 12, 13		r	c	c			r	r		✓
Maryland	r, 1	a, 4, 12, 13	14		c	c		25	r	30		✓
Massachusetts	r	a, 12	14	17	c	c		p	r	r		✓
Michigan	r	a, 4, 12	14, 16	17	c	c			r	r-28		✓
Minnesota	4, 9	a, 4, 12	r	r, 17	c	c		25	r	r-28		✓
Mississippi	r									r		✓
Missouri	r	a, 12		17						r		✓
Montana	4	a, 12		r, 17	c	c			r			✓
Nebraska	r	a, 12, 13		17	c	c						✓
Nevada	r	a, 12	14	17	c	c			r			✓
New Hampshire	4	a, 12	14	17	c	c			r	r		✓
New Jersey	r, 1	a	9a	17	c	c			r	r		✓
New Mexico	1, 4	a, 4, 12, 13	14	17	c	c			r	r-28		✓
New York	r, 1		r	r, 17	c	c		25	r	r		✓
North Carolina	r	a		r, 17	c	c			r	r		✓
North Dakota	1, 4	a, 10		17	c	c			r			✓
Ohio	3, 4	a, 4	14	17	c	c			r	r, 28		✓
Oklahoma	4		14	r, 17	c	c				r		✓
Oregon	r	a, 12		r, 17	c	c			r	r, 28		✓
Pennsylvania	r	a, 12, 13	r	17	c	c		26	19	r		✓
Rhode Island	3, 6, 8	a, 11, 12, 13	r		c	c		p	r	r		✓
South Carolina	1, 6		14	r, 17	c	c			r	r		✓
South Dakota	4	a, 12, 13	14	17	c	c			r			✓
Tennessee	r	a, 12	14	r, 17	c	c			r			✓
Texas	31	r, 4		17a	c				r	r		✓
Utah	4	a, 12		17	c	c			r	r		✓
Vermont	r, 1	a, 12	14	17	c	c			r	r		✓
Virginia	r	a, 12	14	17	c	c			r	r	p	✓
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		✓
West Virginia	r, 1	a, 12, 13	r	r	c	c			r	r		✓
Wisconsin	4, 9	a, 4, 12	15	r, 17	c	c			r	r, 28		✓
Wyoming	4	a		r, 17	c	c			r			✓
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

- ✓ In effect on designated rural interstate highways
- r Required by law
- a Available for all eligible applicants
- p Prohibited to use or possess
- c Required if carrying a passenger
- 1 Reflectorization required
- 2 Must have in possession
- 3 Required for novice riders
- 4 Required under age 18
- 5 Required under age 19

- 6 Required under age 21
- 7 Required under age 15 with learner's permit or for one year after obtaining license
- 8 Required for passengers
- 9 Required for instructional permit holders
- 10 Required under age 16
- 11 Required for first-time applicants
- 12 May waive skills test for successful completion of rider education
- 13 May waive knowledge test

- for successful completion of rider education
- 14 Required by law unless equipped with windscreen
- 15 Required unless equipped with windscreen that is 15 inches above handlebars
- 16 Required at speeds over 35 mph
- 17 Modulating headlight permitted
- 18 Required for vehicles manufactured after 1/1/56
- 19 Required for vehicles

- manufactured after 1/1/75
- 20 Required for vehicles manufactured after 4/1/77
- 21 Required for vehicles mfg'd during or after 1978
- 22 Required for vehicles mfg'd during or after 1980
- 23 Prohibits passengers under age 5
- 24 Prohibits passengers under age 7
- 25 Single earphone only
- 26 To be used for communication purposes only

- 27 Required by inspection regulations
- 28 Random
- 29 Annual emissions, some areas
- 30 Upon title transfer
- 31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
- 32 Not required over 21 with a minimum of \$10,000 in medical insurance.

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Great summer rides in a variety of weather and spectacular scenery was the hallmark of this year's Loudon Classic. The first half of the week was a mix of overcast skies and pouring rain with enough sun later in the week (June 9-16) for some decent riding.



R A I N , R A I N , G O A W A Y

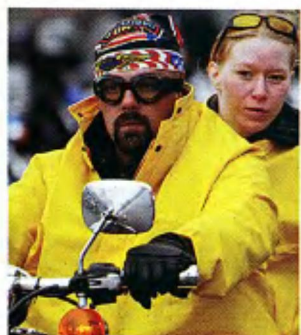
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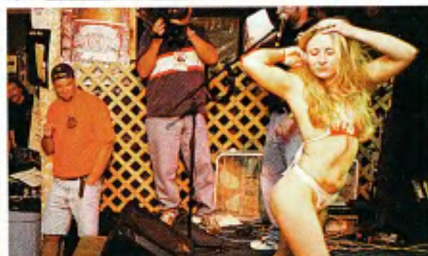
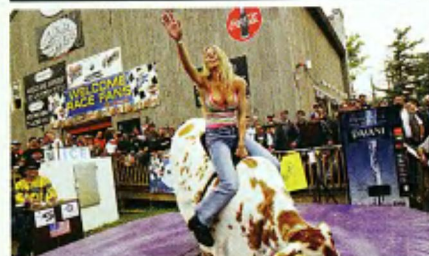


FIRS
RALLY



And ride we did, with 283 miles of shoreline to gorgeous Lake Winnepesaukee's lush, green vegetation and winding roads to view it all from, it's easy to see why bikers have been coming here since the early 1900s, rain or shine. Plus the fact that the locals are incredibly friendly. It's impossible to count all the "thanks for coming," "do you need anything?" comments from folks who actually look forward





Big Sucker Kits

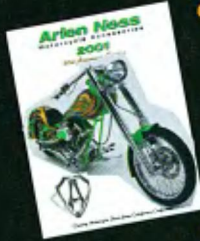


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- Stage II kit features a 20% larger Team Ness High-Flow filter that requires an 8" round Ness or OEM outer cover.
- Both kits include a "Big Sucker" aluminum backing plate, Team Ness High-Flow air filter, 4 Chrome banjo bolts for Twin Cam 88 and 1993-up EV2 Big Twin, simple instructions and all necessary hardware.



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to the annual two-wheeled invasion. Though the rain kept the number of riders down, and that hurt vendor sales, it was still a helluva party. After all, what's a bit of rain to bikers, right?

The cops were ever present this year, but not threatening. If you screwed up you paid. Like always. By and large the Laconia police officers we met were pleasant enough, especially if they were assigned a corner and were able to watch the parade of American iron and offshore putts hauling babes. Women have been a big part of Motorcycle Week in Laconia since early on, with reports of ladies riding their own bikes, and dancing on the pier in leggings. It looks like today's blossoming biker babes are just a natural progression from their foremothers. Unfortunately, the cool temperatures (hovering in the mid-50s) made most of the wild biker babes keep their leathers on. Damn!

Motorcycle riders have been coming to the Lakes Region since the teens to take in the sights, with the first organized AMA Gypsy Tour in 1919. So it's a haven for entrepreneurs

Photos: Mike Lichter

of all types. Nearly everything is given a biker slant these days, and with the wide variety of people puttin', why not? And there were over 300 vendors looking to cash in on the visiting bikers this year in The Weirs alone. The mom-and-pop shops were the ones we tried to deal with. These folks hang in there all year under adverse conditions and realize this is a big opportunity to cash in and take advantage too. The rain kicked their asses too.

As always, Laconia was a sea of bikes, babes and good times all around. If it was pouring down outside, the party just moved indoors. One of the highlights was the annual POW/MIA Freedom Ride, which was organized by the Northeast POW/MIA Network. An orderly parade of riders snaked their way through Weirs Beach, to Heskys Park lakeside in nearby Meredith.

With around 200,000 bikers attending the Laconia Run this year, down from their usual 350,000, it was easy to get around and party. Sadly lacking were the



usual Loudon Classic Races but there were still plenty of revving engines and burnouts on the streets to be had as well as some extremely muddy hill-climbs and road racing at the old Laconia Track. Our ace photographer Michael Lichter managed to capture the magic and majesty of this great event (even though he was sloshing around in galoshes). If you like what you see here check out our Laconia Scrapbook featuring 32 pages dedicated to the history of the Loudon Classic, the longest running biker blast on the planet.

—Dave Nichols

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WHEEL DEALS

Bikes are art. That's what some o' them fancy-type folks are sayin' these days. Rolling art. Bikers always knew that, we just pretty much kept it to ourselves, and sure enough, the black tie-types finally caught wind of just how cool scoots really are. It took 'em 100 years, but hey, they were busy gettin' degrees and shit while the rest of us perfected our "art." Proof of this fact is the exhibit the Guggenheim Museum is now running in Vegas.

Well, in order for our art to actually roll, they need wheels, right? 'Course they do, that's why they're called motorcycles. Wheels go 'round and 'round—each revolution being a cycle.

Simple, huh. Nevermind....

Anyhow, in order for your bike to look its best, it needs some bitchin' hoops. Somethin' that'll properly complement the rest of your machine. From spokes to solid, forged or billet, 40 spokes or 120—if your wheels ain't happenin', your bike just ain't complete.

This month, we'll take you for a visual stroll through just a small chunk of the wild wheels you have to choose from to get ya rollin' with the big boys.

—Boxcar



PM's New Forged Wheels

Performance Machine has three entirely new wheel designs. The Trinity is an ultra-clean, 3-spoke wheel machined with ample open space and an unpretentious shape. The Monaco is an elegant, swept creation with simple curves and five spokes that seem to flow into the rim. Last, and certainly not least, the Wrath is a smooth and highly detailed 5-spoke wheel that will look at home on the cleanest of customs as well as any

hardcore chopper. As with all Performance Machine products, these wheels have been subjected to rigorous testing to ensure a high-quality, long-lasting product. Design-matched discs, pulleys and sprockets are also available to complete the distinctive look. Polished or chrome plated, these wheels are offered in a variety of sizes to fit your bike. For more info, call or write to: Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623; phone 714-523-3000; www.performancemachine.com



Weld Signature Series

That West Coast bad boy, Jesse James, has teamed up with Weld Racing to bring you these distinctive new wheels for your hog. Weld Racing manufactures them using their "split and spin" process. The billet is split along

the outside edge and then rolled outward and spun into the final shape of the rim. The result is a true, 1-piece rim and wheel web unique in the industry. Matching pulleys and rotors available. Get yours by contacting your local Chrome Specialties dealer or at www.chromespecialties.com

Chrome Specialties

Here are the ideal wheels for riders who want to create a "black-out" bike. A set of these powdercoated rims from Chrome Specialties will get you there without breaking a sweat. They're available for both front and rear on most FL models from 1941-1966, and feature a new-style lacing pattern designed to work as a direct replacement for the old-style wheel assembly, using the stock axle spacers. These wheels are available completely blacked out, or with chromed spokes. Call Chrome Specialties for more information at 800-811-8913 or log on to their Web site www.chromespecialties.com.



Hallcraft's Wheels

Hallcraft's Industries Corp., a leader and innovator in custom motorcycle wire wheels, announces the availability of its new 18 x 3.5 and 18 x 5.5, 80-spoke wire wheels. These beautiful custom wheels feature a spun steel rim, heavy 6-gauge spokes and a custom aircraft quality billet aluminum hub. Like all Hallcraft's wheels, the 18-inchers are guaranteed 100% tubeless and balanced, featuring Hallcraft's exclusive internal balancing system, developed by Balance Master and that eliminates the need for unsightly external wheel weights. These wheels are triple chrome-plated in Hallcraft's state-of-the-art chrome facility. Hallcraft's wheels come ready to install, complete with U.S. Timken bearings, races, seals, spacers and valve stem. Hallcraft's 18-inch wheels are available through the following distributors: Chrome Specialties, Custom Chrome Inc., Mid-West, Tucker Rocky/Bikers Choice and Motvan. For more information contact Hallcraft's Industries at 940-668-0771.



Eurocomponents

Eurocomponents' 1-piece aluminum wheels are available in three different styles: 3-spoke, 5-spoke, and 10-spoke. These colossal wheels are nonetheless extremely light thanks to an innovative manufacturing process. The rear wheel has a stunning total width of 9 inches and a depth from the right wheel rim of 7.50 inches. Front wheels are available in 21 x 2.75, 18 x 4, 16 x 4, and rear wheels in 18 x 9, 16 x 9, 17 x 6.5. Pulleys, brake rotors, ceramic-coated rotors and drive side brake-and-pulley combos are available with matching patterns. Each wheel is available with single or dual flange and your choice of polished or black powdercoat finish. Call Eurocomponents at 386-274-5729 for more information, or go to their Web site: www.eurocomponentsusa.com.

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Carriage Works

Carriage Works offers 1-piece, forged aluminum rims for use on Harley-Davidson motorcycles. They feature a revolutionary fabrication process that generates a radical grain structure in the metal that makes the wheels up to 40% stronger than standard cast, welded or bolted together rims. These hot-forged wheels provide a show-quality finish and their construction allows chrome plating without the porosity problems associated with other manufacturing methods. Matching brake rotors and pulleys, as well as engine covers are also available. All wheels are designed for tubeless use and include valve stem, bearings, seals and internal components, installed and shimmed to factory specifications. They are available in 16-, 18-, 19-, and 21-inch diameter for most big twin and Sportster applications. Call Chrome Specialties for more information at 800-811-8913 or log on to their Web site: www.chromespecialties.com.



Billet Boys Wheels

A manufacturer of billet aluminum parts and dress-up accessories for cruiser motorcycles, Northern California-based Billet Boys also offers a complete line of custom motorcycle wheels. Each one of these beautiful spoke wheels incorporates Billet Boys' famous billet aluminum hubs. To achieve their striking looks, Billet Boys uses special, heavy-gauge spokes, and the legendary Akront aluminum rims. Billet Boys' spoke wheels are made in the USA and are available in many sizes. Call Billet Boys at 510-471-3026 or log on to www.billetboys.com to view more of their products online.



Black Bike

Black Bike is a longtime provider of specially made custom wheels for a host of famed master bike builders. Black Bike is a company with its finger firmly on the pulse of the custom motorcycle industry. If you want the lowdown on the latest custom wheel trends for your project, search no more. Black Bike offers an outrageous line of wheels dubbed the "Super Seven" that include 15, 16, 17, and 18 x 7 wheels. Also available are 15 x 8 and 18 x 9, for mounting Metzeler's 240 x 18 tire. Anodizing, powder-coating, chrome, stainless—they do it all. Black Bike carries all brands of rims including Excel, Sun and their own custom line. Call Black Bike for all your special needs at 818-341-2550.



Xtreme Machine's Niner

Xtreme Machine has made a name for itself in the wheel biz by creating some very cool, designs, including the Arson, Cheetah, and Chopper. They've done it again by creating a new, smooth-looking, 9-spoke wheel affectionately dubbed "The Niner." The Niner takes the straight-on solid attachment to the Chopper and combines it with the intense motion of the Spinner. Most common sizes are available fully polished or chrome-plated and matching pulleys, rotors and sprockets are available. For info contact Xtreme Machine, 2265 W. Morton Ave., Jacksonville, IL 62650; phone 217-291-0200; Web site: www.xtrememachineusa.com.



American Made by Win Products

Here's some fine American-made aluminum wheels from Win Products. These high-quality wheels are precision-machined right here in the USA and come in a polished finish. These wheels come complete with hub and Timken bearing kit ready to bolt on. Available in 10 different designs that will fit both front and rear applications for all model bikes. Available from: Starwest Inc./Win Products, 5231 Maureen Lane, Moorpark, CA 93021; phone 805-531-1000, fax 805-531-1100.

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Stampede Billet Wheels

Stampede wheels are manufactured on state-of-the-art CNC machines. These "Made in the USA" billet construction wheels are available in five styles: Triblade, Walking Star, Sunstar, Spoked, and Split 5. Precision machining guarantees absolute trueness in all wheels. They come complete with factory-set bearing tolerances, seals, chrome hardware and valve stem. Matching pulleys and rotors are also in stock. Pressure cast and spun are also available.

For more info contact: MC Advantages, 15507 Douglas Parkway, Urbandale, IA 50323; phone 800-726-9620; fax 515-987-5826; On the web at: www.mcadvantages.com; or e-mail at: scampbel@ix.netcom.com.



Pat Kennedy's Custom Stainless-Steel Hub

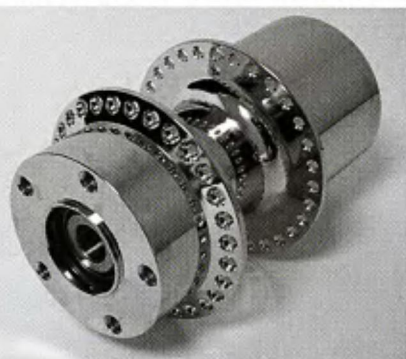
The original 80-, 120-, 160- and 240-spoke wheels from Pat Kennedy's Custom M/C Inc. is equipped with Pat's custom stainless-steel hub, your choice of straight, twisted, ripple or new diamond spokes and a chrome-plated steel rim. All Pat's multiple spoke wheels are complete with internal spacers, bearings, and seals and are available for all disc brake models 1973 to 2002.

Contact Pat Kennedy's Custom M/C Inc. by phone at 520-432-1330; fax 520-432-1317; on the web at: www.kennedyschopper.com; or Pat Kennedy's Custom M/C Inc., P.O. Box 670, Tombstone, AZ 85638.



LIFELINE INTERNATIONAL CO.

New from Lifeline are stock replacement OEM-type wheels. These wheel assemblies and billet wheel assemblies for stock replacement or custom applications are available by contacting Lifeline International by phone at 714-879 9500, fax 714-879 6700 or via e-mail: lifelineint@worldnet.att.net



RC Components "Vortex" Wheel

The Vortex is one of four new designs to head up the RC Components arsenal of forged wheels. Clean, simple lines make the Vortex an elegant wheel for the full custom or for the everyday rider. Also available for the Vortex wheel are matching rotors, pulleys or pulley/rotor. Sizes range from 15-inch to the new 21 x 3.5. The Vortex wheel comes standard fully show-polished and is also available in chrome. RC Components offers a wide variety of forged wheels and for those with less expensive budgets, there's also a full line of cast wheels to get ya rollin'. For info contact RC Components Inc., 373 Mitch McConnell Way, Bowling Green, KY 42104; phone 270-842-6000; Web: www.rccomponents.com.



RST Highly Polished Aluminum Wheels with TÜV

Made in Germany and brought to you via Custom Chrome, RST wheels are made of high-grade F39 billet aluminum. This specially produced material has more strength than the popular aircraft-aluminum. The hub is bolted to the rim with 15 titanium bolts and nuts. All RST wheels are completely assembled with Timken-style bearings for easy installation. RST wheels are available in three different styles, High-Tech, New-Style and Solid-Disc. Front Wheel Assemblies for FX Softail, Dyna Wide Glide and 4-speed FXWG Models. Visit your local Custom Chrome dealer or go to www.customchrome.com.



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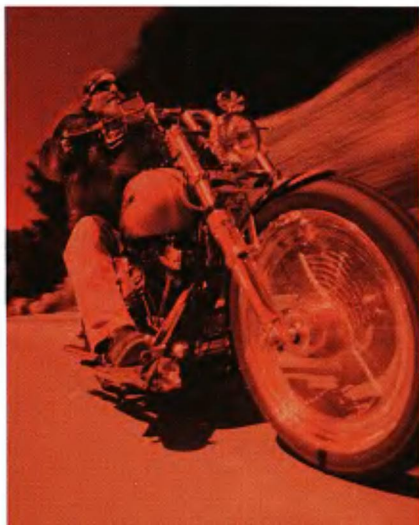
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At the Dealer Show in Milwaukee, Willie G. and Bill Davidson introduced the new 2003 models to the press with a mixture of pride and reverence for the 100 years that had come before. Willie G. told us that Harley-Davidson knows that they can sell every bike they build for 2003 (a 14 month production run to make sure everyone gets the 100th Anniversary bike they want). But still the Motor Company wanted to pull out all the stops in bringing you the very finest Harley-Davidsons ever created. They have succeeded—in spades!

The 100th Anniversary bikes offer an entirely new paint coupled with a revolutionary paint process that had to be developed to bring you the quick silver effect of the Anniversary paint. A special H-D watermark was created as a wide stripe between the sterling silver and vivid black that every bike is offered in (including the V-Rod).

The specially designed H-D logos on the gas tanks are truly works of art; they are pieces of exquisite jewelry all their own, and even the engine cases are stamped with the 100th Anniversary logo. This was another special step developed just for the 100th Anniversary bikes.

Willie G. and Bill stood proudly, side by side, showing off the gleaming century stallions, two generations of the famous Davidson family...dedicated to the ride for another 100 years.

—Dave Nichols

CELEBRATING A CENTURY OF HARLEYS

HARLEY-DAVIDSON'S 2003 MODELS

Harley-Davidson has been in the business of building motorcycles since 1903, and the year 2003 will mark the company's much-anticipated 100th Anniversary. For the occasion Harley-Davidson has come up with a memorable lineup of bikes that reflect its reputation for performance, style, quality and heritage.

Introduced in 1957, the Sportster family is here to stay and remains true to its hot rod, racing-inspired heritage, with no nonsense bikes that feature a powerful Sportster V-twin Evolution engine and a compact steel frame for nimble handling.

There are seven Sportsters for 2003, including the return of the race-inspired XL 883R with its Harley racing orange paint scheme and upswept chrome exhaust. All Sportster models feature 100th Anniversary identification and new mirrors. Additionally, the XL 1200S Sportster Sport features a new chrome exhaust.

The popular Dyna Glide models successfully combine the pure essence of a custom motorcycle with the vibration-isolated power of the Harley Twin Cam 88 engine. For the 100th Anniversary, Dyna Glide bikes are outfitted with 100th Anniversary identification and feature new mirrors.

The FXDWG Wide Glide is offered in 2-tone sterling silver and vivid black paint, and features repositioned rider foot pegs to add comfort for taller riders, and a repositioned brake pedal for enhanced ergonomics. The FXDL Low Rider also comes with the 2-tone paint scheme and features special 100th Anniversary gold cast wheels.

The Softail line still features the internally counter-balanced Twin Cam 88B engine. Along with 100th Anniversary styling elements, the big news is the introduction of 150mm wide rear tires on all models—except the FXSTD Deuce, which already rolls on a 160mm rear tire, and the FLSTS Heritage Springer,

which features a new 140mm wide whitewall tire. Also Harley-Davidson's Electronic Sequential Port Fuel Injection (ESPFI) is available once again for 2003.

Four models: the Deuce, Fat Boy, Heritage Classic and Heritage Springer are available in the new 2-tone sterling silver and vivid black paint combination, and all Softails will be available in the either vivid black or the new gunmetal pearl color choices.

From the traditional lines of the Road King Classic to the fully loaded Ultra Classic Electra Glide, all 2003 Touring models use the Twin Cam 88 engine and their improved and stiffened chassis. For 2003, these enhancements will be complemented by special paint, 100th Anniversary details and the sounds of a new in-dash CD player, which replaces the cassette deck as standard equipment on all radio-equipped models. Other changes include 100th Anniversary gold cast wheels on the Electra Glide Classic, Ultra Classic Electra Glide and Road Glide when outfitted in 2-tone sterling silver and vivid black.

Harley-Davidson's most revolutionary bike in its 100-year history is back for its second model year—the V-Rod will be available in two 100th Anniversary looks, one continuing the raw visual impact of anodized aluminum and a second featuring an elegant 2-tone sterling silver and vivid black paint combination. Also new, is a security system now standard on every VRSCA model.

Two CVO models round out this year's legendary offering: the 103-cubic-inch Screamin' Eagle Road King (103-inch motors can be purchased from your local H-D dealer), and the beautiful Screamin' Eagle Deuce model. Both dressed up in the best from Harley Parts and Accessories and gleaming custom paint.

For further details regarding the 2003 lineup, visit your Harley-Davidson dealer showroom, or log on to www.harley-davidson.com.

—Lafayette

THE SPORTSTERS



XL Sportster 883R

With styling inspired by Harley-Davidson's dirt track racing heritage, the 883R makes a bold statement with its eye-catching exhaust, dual disc front brakes, and XR 750 color scheme. It takes the excitement of the track and makes it street legal, and with the 2-up seat you can take a friend along for the ride.

The XL Sportster 883R features a rigid mount 883cc Evolution engine, curved chrome 2-into-1 exhaust system, dual disc front brakes, dirt track inspired handlebars, black powder coated powertrain, satin black component finishes, racing orange paint and race style graphics.



XLH Sportster 883 Hugger

By taking the distinctive styling of the Harley-Davidson Sportster and lowering the seat to just over 27 inches off the ground, you get the perfect angle for appreciating the solid muscle of the 883cc Evolution V-twin engine. The Hugger seat is closer to the ground than any other Sportster model with easy-to-reach handlebars and footpegs.

The XLH Sportster 883 Hugger has the lowest Sportster seat height, and uses a rigid mount 883cc Evolution engine with silver powdercoated engine and polished covers. It also features short stroke front forks and rear shocks, bukhorn handlebars, low profile solo seat, and mid-mount foot controls.



XLH Sportster 1200

The XLH Sportster 1200 offers simplistic styling and the power of a 1200cc engine. The pullback bukhorn handlebar with tach and speedo, narrow 3.3-gallon fuel tank, quick detach passenger seat and black and polished motor all play a part in the styling of the Sportster 1200.

The XLH Sportster 1200 features a rigid mount 1200cc Evolution engine with silver and black powdercoated engine and polished covers, mid-mount foot controls, bukhorn handlebars, speedometer and tachometer, and a 2-piece, 2-up, pillow-look seat.



XL Sportster 1200 Sport

High-compression and high-performance cams send a high-performance message. Dual spark plugs and triple-disc brakes mean quadruple the excitement. Fully adjustable suspension and sport compound tires add to the thrill, and the textured sport seat and electronic tachometer round out this high-octane package.

The XL Sportster 1200 Sport features a rigid mount 1200cc Evolution engine, high compression, dual-spark plug cylinder heads, high-performance cams, black powdercoated engine with polished and powdercoated covers. You'll find sport compound tires, chrome staggered shorty dual exhaust, and low-rise stainless steel handlebars.



XLH Sportster 883

The Sportster 883 offers classic, no-nonsense styling. With a slender frame, narrow tank, classic solo seat, low-rise handlebar, staggered shorty dual exhaust, this bike keeps it simple. At the center of it all is an 883cc Evolution V-twin engine, that responds with hefty chunks of torque. The XLH Sportster 883 has a rigid mount 883cc Evolution engine with a silver powdercoated engine and polished covers, a narrow, loop frame, twin coil-over vertical rear shocks, low-rise handlebars, classic solo seat, chrome staggered shorty dual exhaust, and mid-mount foot controls.



XL Sportster 883 Custom

The low seat-height and boulevard styling with drag bars and forward foot controls give the XL Sportster 883 Custom a radical profile. The unique chrome speedometer mounting on the drag bars, the chromed, bullet headlight, and sleek, 2-up seat add a little street racer-style. The wheel treatment, 21-inch laced front and solid 16-inch disc in the rear, adds to the custom styling. The XL Sportster 883 Custom uses a rigid mount 883cc Evolution engine with silver powdercoated engine and covers, and features tall, chromed risers with drag-style handlebars.



XL Sportster 1200 Custom

The Sportster 1200 Custom model takes Sportster grunt to high style with forward foot controls, a bullet headlight and drag-style handlebar with a 1-piece riser structure. The black and chrome 1200cc Evolution engine drives the point home and completes the look. Add to it a 21-inch laced front wheel and a 16-inch slotted chrome disc rear wheel and you're down the road on one of the best looking motorcycles on the market.

The XL Sportster 1200 Custom uses a rigid-mount 1200cc Evolution engine with a silver powdercoated engine and chrome covers, chromed riser with drag-style handlebars, chrome bullet headlight, and low-profile rear shocks.

THE DYNAS



FXD Dyna Super Glide

The Dyna Super Glide features the Twin Cam 88 engine, set low in a vibration-damping frame and filled to the brim with torque. The bike's XR-style, flat track handlebar creates a more aggressive stance and performance-minded look and feel. A responsive 28-degree front end with dual rate springs, fat-bob tank, center console, top-mount speedometer and stepped, 2-up seat are all standard on the Dyna Super Glide.

The Dyna Super Glide offers tremendous opportunity for individual customization and performance upgrades. The FXD Dyna Super Glide features 2-up seating and offers a nimble handling with a 28-degree steering head.



FXDX Dyna Super Glide Sport

The sinister good looks and strong functional traits of the FXDX Dyna Super Glide Sport make it an attractive choice for people with a more aggressive riding style. Want a bike that is as much fun to ride on twisty roads and around town, as it is to look at? The FXDX fits the bill. The FXDX Dyna Super Glide Sport uses a vibration-isolated, black-on-black Twin Cam 88 engine and features triple-disc brakes, premium adjustable sport suspension, 150mm wide rear tire with sticky rubber compound front and rear, top-mounted speedometer and tachometer.



FXDXT Dyna Super Glide T-Sport

With its lean angle, nimble steering, generous power, comfortable seat, effective wind protection and ample storage, the T-Sport model was created with twisty mountain roads in mind. Weighing in at 662 pounds, the FXDXT represents a lighter-weight touring option from H-D that captures many of the key attributes of the Dyna Super Glide Sport and puts them into a new, long-distance model.

The FXDXT Dyna Super Glide T-Sport features a sport fairing with adjustable tinted windshield, premium, quick-detach ballistic nylon saddlebags that expand, comfortable 2-up touring saddle and offers nimble handling.



FXDL Dyna Low Rider

A mere 25.2 inches off the ground, the FXDL Dyna Low Rider is the lowest Harley-Davidson motorcycle in the line. The vibration-isolated, black and chrome Twin Cam 88 engine, the raked 32-degree front end, pull-back riser and low-rise handlebar, slammed suspension and low-slung custom seat with tapered passenger pillion, tank-mounted speedometer and tachometer, and highway pegs, are all features that help define the boulevard look of the Low Rider.



FXDWG Dyna Wide Glide

The Dyna Wide Glide represents a classic Harley-Davidson chopper, with its laid-back attitude and traditional custom styling. Powered by the eye-catching black and chrome Twin Cam 88 engine, the Wide Glide isn't just a pretty face.

The FXDWG Dyna Wide Glide features a raked-out front fork, 21-inch laced front wheel, apehanger handlebars, bobtail fender, stepped, chopper seat forward foot controls chromed sissy bar and backrest, and a large, tank-mounted speedometer.

THE SOFTTAILS



FXST Softail Standard

At the heart of the Softail Standard is the Twin Cam 88B engine, filled with smooth power. Underneath is the unique Softail suspension that mimics the clean lines of a classic hardtail frame but delivers comfortable ride quality. Classic laced wheels, a custom seat and wide handlebars on pullback risers, give the Softail Standard an authentic look that's just the starting point for many riders.

The FXST Softail Standard features a silver powdercoated engine, hardtail styling with hidden horizontal rear shocks laced wheels, black horseshoe oil tank bobtail fender pull back handlebar risers and forward foot controls.



FXSTB Softail Night Train

The black-on-black Night Train model has a profile that pushes the limit. Sink deep into the depths of its low custom seat. Settle in behind the stainless drag bars on top of 6-inch risers, and a wide raked fork straddling a 21-inch laced wheel. Stretch your legs to the forward-mounted foot controls. The hefty, 1-piece tank is settled over the bike's Twin Cam 88B engine, which is blacked out, using wrinkle black finishes.

The FXSTB Softail Night Train features a black powdercoated engine, Badlander seat, drag bars, 6-inch straight handlebar risers, forward foot controls, laced-out tank console, rear fender supports, air cleaner, and oil tank.



Springer Softail

The Springer Softail is best known for its front end, which carries on the strong styling tradition of historic Harley-Davidson models. The Springer is powered by the Twin Cam 88B engine and enhanced by a chrome bullet headlight, buckhorn handlebar and a 21-inch laced front wheel. The look captures the history of a classic motorcycle, while expressing a strong statement of individuality and attitude.

The Springer Softail features a black powdercoated engine with chrome covers, chrome Springer front forks, laced wheels, chrome tank console, rear fender supports, and oil tank. Buckhorn handlebars, and forward foot controls.



FLSTF Softail Fat Boy

There's nothing skinny about this machine. With fat FL forks, a fat 16-inch front tire and broad handlebars, people notice the Fat Boy in a crowd. A 7-inch chrome headlamp, leather-laced seat and tank panel, and an unmistakable tank emblem all add to the distinctive look. The FLSTF Softail Fat Boy uses a rigid mount, 1450cc Twin Cam 88B balanced engine that's black powdercoated with chrome covers. It also features fat FL front forks, solid disc front and rear wheels, fat tires, floorboards, FL rear fender and a large chrome headlight with fork nacelle.



FXSTD Softail Deuce

Every part on this bike is unique. The sleek chrome front end could hang in an art gallery. The tank is long with a beautiful, sculpted chrome console. The dragster-inspired rear fender is as original as it is clean. Reflector-optic bullet turn signals match the chrome bullet headlight perfectly. Then there's the 17-inch rear wheel and 160mm wide tire. The Twin Cam 88B engine sends it all down the road in one fluid motion and dual shotgun exhaust announces its presence. The FXSTD Softail Deuce features a stretched tank, full-length chrome tank console, chrome front forks, chrome pull-back risers with low-rise handlebars and chrome fender supports.



FLHT Electra Glide Standard

Without question, the FLHT is ready for the long haul. The Twin Cam 88 engine is isolation-mounted into the frame with an air-adjustable rear suspension. An effective and stylish fork-mounted fairing leads the way, while spacious, weatherproof hard saddlebags carry the gear for the trip. When a rider is ready for the full Harley touring experience, it all starts here. The FLHT Electra Glide Standard features bat-wing, fork-mounted fairing, fiberglass saddlebags, plush touring saddle, fairing-mounted speedometer and tachometer, vibration-isolated, silver Twin Cam 88 engine, triple-disc brakes, and air-adjustable rear touring suspension.



FLSTC Heritage Softail Classic

Styled to recall the past, the Heritage Softail Classic is a bike for riders who want the comfort of a modern bike with the classic look of a 1940s hardtail. With the Twin Cam 88B engine and detachable windshield, the Heritage Softail Classic is ready to tour or cruise. This bike takes riders back in time with features such as: a fat front fork, classic studded leather saddlebags, chrome-studded seat, full windshield, floorboards, large chrome headlamp with twin passing lamps, and fat bob fuel tank. The Heritage Softail Classic features detachable king-sized Lexan windshield, 1950s-style leather saddlebags with quick detach buckles and passenger backrest.



FLHR/FLHRI Road King

The Road King attracts a lot of attention with its timeless style. Perhaps in 100 years from now, this will be the bike that people remember because it looks the way a Harley is supposed to look. Massive chrome headlight and nacelle. Fenders, tank and hard saddlebags decked out for the 100th. Imagine thumbing the Twin Cam 88 engine to life and gazing through a detachable windshield at an endless ribbon of cement. The machine finds its rhythm, and the miles peel off like nothing at all, thanks to rubber engine mounts and a chassis newly upgraded last year. The bike comes in both carbureted and Fuel Injected models. Long live the Road King.



FLSTS Heritage Springer

Reminiscent of 1940s Harley-Davidson panheads, this model's front end boasts an exposed spring suspension, full floating front fender and classic horn. The classic tooled leather seat and saddlebags, crossover exhaust pipes with dual-fishtail mufflers, tombstone taillight and whitewall tires look great in the 100th Anniversary color schemes. At the center of it all is the powerful performance of the Twin Cam 88B engine, giving the Heritage Springer model a perfect blend of new technology and classic styling. The FLSTS Heritage Springer features a chrome Springer front end, full floating front fender with running light and leather saddlebags.



FLHRCI Road King Classic

The Road King Classic draws its styling cues from storied Harley-Davidson motorcycles of the past. With wire-laced wheels, fat whitewall tires, and gorgeous leather-wrapped hard saddlebags that retain their shape mile after mile, this motorcycle turns heads. The fender tips and seat valance boast unique chrome Road King Classic 3-D emblem for added style. The Road King Classic features a large, Hiawatha headlight and chrome nacelle, detachable windshield, a large, tank-mounted speedometer, leather-wrapped, hard saddlebags, and 1-piece tooled leather seat. The King includes chrome fender and seat emblems and electronic cruise control.

TOURING MODELS



FLTR/I Road Glide

The Road Glide provides a smooth ride that balances great throttle roll-on response, with smooth highway riding and long and low custom looks. The Road Glide achieves its superior highway competence by utilizing a frame-mounted, wrap-around fairing that effectively cuts through the wind. The cockpit-style instrumentation is easily viewable and includes a 40-watt per channel sound system with a new CD player for 2003. Other standard features include hollow spoke alloy wheels, a low-slung custom touring seat, air-adjustable rear suspension and lockable hard saddlebags. The cool blacked-out headlight bay gives the Road Glide model a sinister stare.



FLHTC/I Electra Glide Classic

The FLHTC/I Electra Glide Classic keeps riders dreaming of endless highways. The FLHTC/I offers a wind-splitting fork-mounted fairing, plush passenger pillion and backrest, 40-watt per channel sound system with AM/FM/WB compact disc and two low-distortion speakers, spacious King Tour-Pak luggage components, and hard saddlebags. Without question, the Electra Glide Classic is ready for the trip.

The FLHTC/I Electra Glide Classic features a batwing, fork-mounted fairing, fiberglass saddlebags and King Tour-Pak, plush seat and passenger backrest, full instrumentation and a 40-watt per channel stereo.



FLHTCUI Ultra Classic Electra Glide

Here is the ultimate touring machine. With electronic cruise control, 40-watt per channel, 4-speaker stereo, AM/FM/MB compact disc player, separate audio controls for both driver and passenger, CB intercom and headset, riders are ready for the long haul. Lower fairings come standard and shield you from the elements. The King Tour-Pak luggage components are carpet-lined and come with soft luggage liners as well as dual tail/stop lights for added visibility and style. The Ultra Classic Electra Glide features fork-mounted fairing, lower fairings with storage compartments, fiberglass saddlebags and deluxe King Tour-Pak, fabric-lined Tour-Pak, dual tail/stop lights, custom-fit soft luggage liners, and plush seat and passenger backrest.



VRSCA V-Rod

Introduced in the 2002 model lineup, the VRSCA V-Rod motorcycle represents the first member of a new family of Harley-Davidson motorcycles—the performance custom. A tightly refined package of pure custom Harley-Davidson style and attitude backed with the performance of the liquid-cooled, 60-degree, Revolution engine, the V-Rod plays to your senses and your soul.

The VRSCA V-Rod features an aluminum bodywork, silver painted hydroformed frame, 18-inch disc rear wheel, 19-inch disc front wheel, triple-disc brakes with braided brake lines, a 3.7-gallon fuel tank, and an aluminum radiator shroud with twin vortex air scoops. The V-Rod also features a dragster-inspired styling with a 38-degree fork angle, 34-degree steering head angle, 49mm forks, aerodynamic, reflector optic headlight, and a 180mm wide rear tire.



Screamin' Eagle Road King

Built on the framework of a FLHR Road King, the Screamin' Eagle Road King continues to reign supreme. When parked in a place of honor, the subjects are certain to notice the centennial gold paint, with vivid black accents "ripped" through the front fender and saddlebags. The contrasting burgundy pinstripes set the tone, and the gold leaf tank emblem adds a royal touch. The silver and chrome 103-cubic-inch "Stroker" Twin Cam powertrain lets the FLHRSE12 rule the road. Grab the hydraulic lever that tames the high-performance clutch, drop it into gear, and let it roll.

Custom paint and exclusive features isn't all that makes the FLHRSE12 unique—only a limited number of these will ever be produced.



Screamin' Eagle Deuce

The FXSTDSE sports a custom centennial gold and vivid black paint, baring its soul with a deep luster carried right down to a color-matched frame. Accented with pinstripes and gold leaf graphics that stretch across the tank and front and rear fenders, this bike is ready to hit the road.

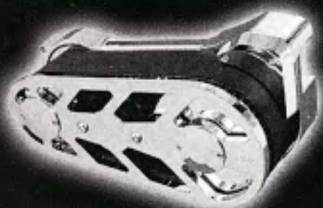
Every one of the 1550ccs in its Twin Cam engine demand that you take it out for a ride. The fuel injected big bore Twin Cam 95-cubic-inch powertrain, finished in gleaming silver and chrome, provides the power you crave, right from the factory.

Custom paint and exclusive features aren't all that makes the FXSTDSE unique—only a limited number of these will ever be produced.

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Motorcycles, Guitars...

What would you do if you were a kid growing up in a family comprised mainly of musicians, artists and muscle car fanatics? If you're Kenny Olson, you pick up a guitar (even if ya gotta "borrow" Dad's) start learnin' some chords and gettin' your chops together by pickin' up riffs from the classic records found on the shelves around the house. Artists ranging from Miles Davis to Jimi Hendrix poured into Kenny's impressionable young head, and when there was a void to fill, he scrounged a few bucks and started buildin' mini bikes or jumped on just about anything that had two wheels and a motor.



...and a Kid from Detroit

Growing up in a town that's earned the nicknames "Rock City" and "Motor City" and spawned world-class rockers like Nugent, Seger, Iggy Pop, Alice Cooper and MC5, Kenny found himself immersed in the music-laden culture of his family and nearby Detroit.

Determined to make a living in the music business from an early age, Kenny started playing his ass off with schoolmates in local bands hauling his first rig, a Fender Mustang and Princeton amp, to rehearsals in an old wagon. Knockin' off popular Stones' and R&B hits, Kenny began incorporating licks learned from guitar heroes like Robin Trower and Keith Richards—citing Hendrix's "Foxy Lady" as the song he first set out to learn. Little did he know in a few short years he'd be swappin' licks on arena stages with artists like Metallica, Aerosmith, Sheryl Crow, Billy Gibbons, Buddy Miles and Hank Williams, Jr., to name but a few. But Kenny readily admits to a love of playin' small, smoky clubs where he can cut loose with a 15-minute version of "Beer Drinkers and Hell Raisers" just for fun.

From early on Kenny knew that the right sound, or tone, was just as important as the song—sorta like choosing the right pipes

for your bike. So he turned to the makers of the most classic, well-known axes on the planet, Gibson and Fender, to help him develop a sound that was truly his own. Travelling to Hollywood, Kenny began doing what he does best, ridin' and rockin'.

When the Northridge quake hit near his home in SoCal and virtually wiped out all his worldly possessions, Kenny returned to Detroit for a fresh start. As luck would have it, he hooked up with another Motor City muthafucker by the name of Bob Ritchie, aka Kid Rock, and the two discovered a mutual love of the current hip-hop scene as well as a deep appreciation for country and blues. But the pair had even more in common—American motorcycles.

Kenny's passion for two wheels led him to join forces with the reborn Indian Motorcycle Company as a six-string slinger spokesman. The affiliation with Indian caused Kenny to stop and think for a minute. "Why not combine the two—bikes and guitars, that is?" It was at Indian's Independence Day party in Gilroy last year that he first told us of his plan to work with the Gibson Custom Guitar Shop in Nashville, Tennessee, designing a new axe that would combine his two loves in one unique piece of art. Hence the birth of the new Gibson Les Paul/Indian custom guitar.

Kenny debuted the prototype guitar at

the taping of MTV's Aerosmith *Icon* tribute, and the following day brought a new Indian Chief, along with the new axe, to our studio for a day of jammin' and snappin' a few pics. Gibson plans on making a limited number of these guitars available to the public right about the time you're reading this, should you want to get hold of a true piece of art that spans cultures—as bikes and music do so well. You can order one in any of the Chief's five different two-tone paint schemes, and it'll come with a special wall display case, custom Indian concho strap and leatherette case. Check out Gibson's Custom Shop Web site by cruisin' over to www.gibsoncustom.com for a peek at their artistic creations, and look for the Gibson Custom Shop tour truck at bike events like Daytona Bike Week.

We hooked up with Kenny for a few days on the road to get an earful of his licks as lead guitarist for Kid Rock's Twisted Brown Trucker band. He played a variety of classic guitars including a Gibson '58 Sunburst Les Paul and '68 Black Beauty and even broke out a Gibson Firebird for a tune or two. Catch Kenny, Kid and TBT for a great night of music rangin' from Kid's unique blend of southern rock and hip-hop to country-blues ballads. As Kid says, "If it's real, you'll feel it."

—Ken Ross

Photos: Ken Ross

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N E S S ' D Y N A M I C D Y N A

THE BRUISER PART II

Back in the March 2002 issue of *Easyriders* we proudly introduced you to the new Ness Y2K Rubber Mount Dyna-style custom. The "Dyna" might stand for Dynamic or Dynamite. That bike built for and by Arlen's son Cory Ness was a stunner that took the custom bike world by storm in Sturgis 2001. If the sleek sled before you looks familiar, it's because this pristine putt is another of the Y2K Ness bikes with it's sexy Y2K frame, sheet metal, and those nasty prototype pipes.

This particular Bruiser (as we called Cory's sled) was built for Kent Terry of San Miguel, California, and is lovingly adorned by our ravishing Fox Hunt winner, Julie of Chicago, Illinois. Julie couldn't wait to throw her long legs over this bike for photographer Mike Chase. Hey, who wouldn't want to straddle this high-end pony (I'm talkin' about the BIKE gentlemen!).

The Ness Y2K Rubber Mount frame is the hottest ticket in the Ness catalog and Arlen and Cory can't build them fast enough. Long known for developing and delivering smooth-riding rubber-mount frames, this newest one from Ness is something special. Besides its large-radius good looks, it'll accept both a Dyna transmission and a 10-inch tire, and even though it's a rubber-mount the seating

position is lower than most Softails. Take a look at the frame on this kaleidoscopic custom. See the tube right behind the gas tank? Notice how it dives down hard under the seat? With a generous 4 inches of ground clearance this Dyna-style bike's seat is just 21 inches off the pavement. This is one ride you definitely sit down into. Incidentally, a similarly styled softail-style version is in the works.

That big radius on the frame's backbone sets the tone. Ness-built customs have always been rounded and radiused and there's plenty of that going on here. The style and feel carries right through to the exhaust system, which are actually the completion of a thought Arlen first had with a 1997 bike he called SmoothNess. These great-looking and sounding pipes will soon be

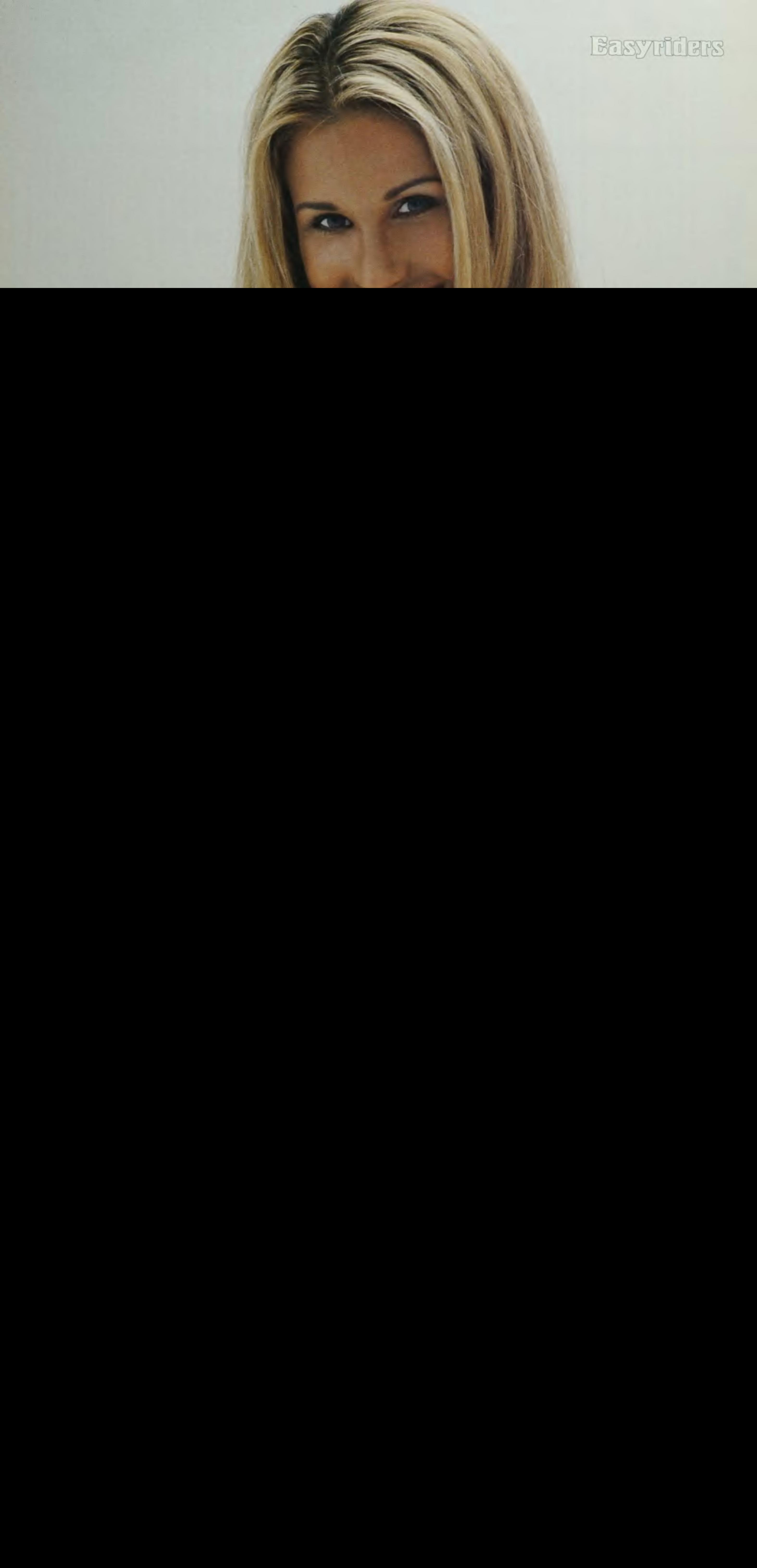
available in the Ness catalog as well.

In fact, the whole bike is a testament to Ness parts, from the frame and sheet metal, to the handlebars, hand and foot controls, front end, mirrors, grips, and even the brakes. The bits and pieces that are not from Arlen's catalog are the top of the heap in custom bike building. In that Y2K frame purrs an 89-cubic-inch S&S motor enlivened by Patrick Racing billet heads and a Crane cam and lifters. A mighty Terry Components starter gets the beast going. You'll find Progressive Suspension shocks in back, and a quality Avon 250 rear tire under the Danny Gray custom seat.

If this look gets your heart to pumpin' (again, talkin' about the bike here, not Julie), the folks at Ness have assembled everything you need to build a scooter like this into a rolling-chassis kit package that includes the frame, all the sheet metal, wheels, tires, brakes...everything! With the fenders already drilled and the tank mounted, you're ready to make the Ness-essary move to build the ultimate custom ride. And yes, we have to say it: Speaking of the ultimate ride Julie sports a pretty classy chassis herself, with just the right amount of padding in all the right places. Dear God in heaven!

—Dave Nichols







passin' gas

Toothless Fred, an old biker, still had quite a taste for chasin' the hardbellies at the local saloon. So much so in fact, that he didn't really even try to hide it from his ol' lady of many years, Maggie.

One night Animal, one of Fred's younger bros, asked Maggie, "Doesn't it bother you to see yer ol' man carry on like that?"

"Hell no," Maggie said with a laugh. "Dogs chase cars all the time, but they can't drive, can they?!"

*Bill Caren
Clermont, Fla.*

A couple of bros are sittin' at the bar during happy hour when Stoney says to Bill, "Ya know, we come here all the time and always stay till closing and when I get home, I sneak in as quietly as possible and crawl into bed. But it never fails. Every time, the ol' lady hears me and she raises three kinds of hell, threatening to toss me outta the house fer good!"

Bill puts a hand on Stoney's shoulder and says "Bro, you're goin' about it all wrong. See, what I do is, when I get home I start slammin' doors and stompin' through the house. Then I take my clothes off and throw 'em against the wall, jump into bed, grab my ol' lady on the ass, ask her fer a piece and she acts like she's asleep every time!"

*Jerry Ray Jr.
Tupelo, Miss.*

One night as this biker couple laid down for bed, Bear was feelin' pretty frisky and gently tapped his ol' lady's shoulder, movin' a little closer to her on the bed. She rolls over and looks him in the eyes, explaining sweetly, "I'm sorry hon, but I have a gynecologist exam first thing in the morning and I wanna stay, well, fresh," and she rolls back over.

After a few minutes, Bear rolls over and taps the ol' lady's arm once again. This time he grumbled in her ear, a bit less sweetly, "Ya don't have a dentist appointment, too, do ya?"

*Joseph Govey
Big House, Calif.*

Panhead Billy was ridin' through the back roads of the desert when he sees this Indian laying on his back on a big rock with his pecker pointin' straight in the air. Tramp, bein' the curious type, stopped and asked the Native American what the hell he was doin'.

"I am telling time," replies the Indian without looking up. "It is now 12:15."

Billy checks his watch and sure enough, it's 12:15.

Confused, Billy rides on. A few hours down the hot, dusty road, Billy can't believe his eyes when he spots another Indian standin' on a rock with his pecker pointin' straight out in front of him.

Panhead Billy hits the brakes and asks, "What are you doin' up on that rock?"

"I'm telling time," says the brave.

"Yeah, well what time ya got there, pal" inquires the now bewildered biker.

"4:15," says the Indian.

Billy checks his watch and sure enough, it's 4:15.

Riding off into the sunset, Billy travels another 40 miles or so only to see yet another Indian, again up on a rock, only this one is vigorously jackin' off.

Billy hollers up to him, "What the hell do you think yer doin'?"

The Indian replied, "I'm winding my watch."

*Feris Rose
Richmond, Texas*

Scooter finally gets released from jail, but it's a month earlier than expected. He heads straight for the ol' lady's place to surprise her, only when he gets there, he finds some dude on the couch watchin' TV, swillin' a beer and wearin' Scooter's boxer shorts, no less.

Scooter heads into the kitchen, sees the ol' lady and demands, "Whatdafuck is goin' on here? Is this what you've been doin' the whole time I was gone?"

She cocks her head and with a hand on her hip replies, "Ya know all the cigarettes and magazines I brought ya, and all the other goodies I gotcha when you were inside. Well, he's the guy who made it possible."

Scooter gets this looks in his eye, swats the ol' lady on the rear and bellows, "What's wrong with ya bitch. Get in there and get that guy a fresh beer and while yer at it, bring him a blanket—he looks cold."

*Outlaw
Graybar, Colo.*

Pfizer Pharmaceutical, maker of Viagra, and the Pepsi company have teamed up to create a new soft drink laced with the wonder drug of the new millennium. The fizzy beverage will be appropriately named "Mount and Do" and the ad slogan will simply read— "Pour yourself a stiff one."

*Big Jim
Greensburg, Pa.*

Bones met this hottie in a bar and after a while, they split and went to her place for a nightcap. Before long, things started getting' hot and heavy and the pair headed for the bedroom, clothes flyin' every which way as they went. Ten minutes later, she shot straight up in bed.

"Oh my god..." she cried. "My husband's coming!"

"Shit!" Bones hissed while trying to find his jeans. "Where's the damn back door?"

"Uh, there is no back door," the chick replied.

"Well, where the fuck do ya want one?" Bones demanded.

*G. Lowery
Long Beach, Calif.*

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: Kent Terry
City: San Miguel, California
General
Fabrication: Ness
Year/make: 2002 Ness
Model: Y2K-250 Rubber Mount
Assembly: Ness
Time: 2 months
Chroming: Orange County
 Plating

Engine
Year: 2002
Rebuilder: Ness
Displacement: 89 cubic inches
Cam: Crane
Carb: S&S
Pipes: Ness
Transmission
Year/make: 2002 Ness 5-speed



Paint
Molding: Dick
Painter: Dick
Color: multicolor
Type: House of Kolor
Frame
Year/make: 2002 Ness
Type: ..Y2K-250 Rubber Mount
Rake: 38 degrees
Stretch: 5 inches
Shocks: Progressive
Suspension
Accessories
Handlebar: Ness
Risers: integral with bars
Handlebar controls: Ness
Fenders: Ness Cobra front,
 modified 250-R rear
Headlight: Ness Tech

Taillight: Ness Tech
Speedo: none
Pegs: Ness
Foot controls: Ness
Gas tank: Ness
Electrics: Ness
Oil tank: Dyna
Seat: Danny Gray
Mirrors: Ness
Grips: Ness
Front end
Type: Ness
Builder: Ness
Wheels
Make: Ness Tech
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Ness Tech
Photos: Mike Chase



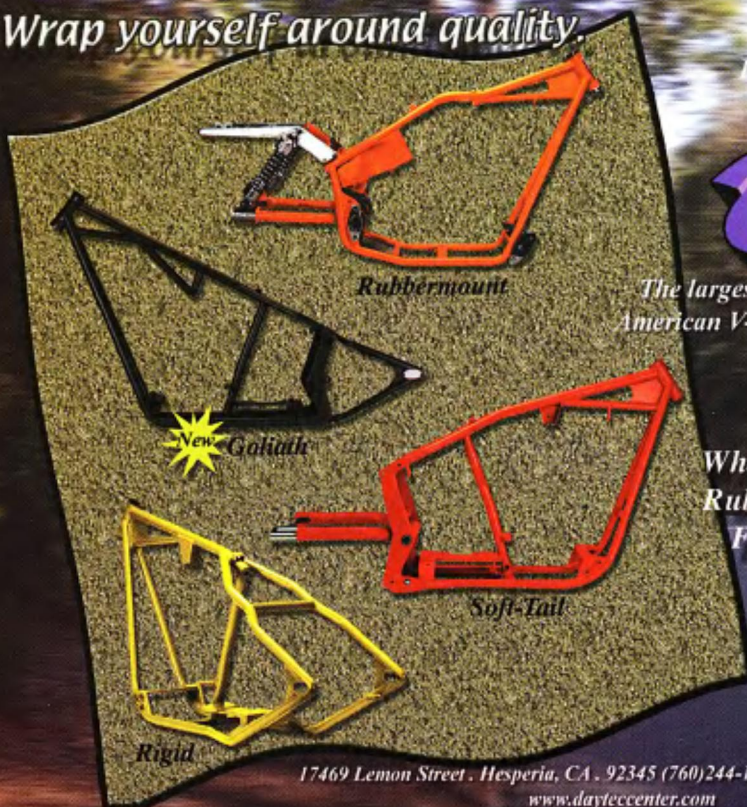
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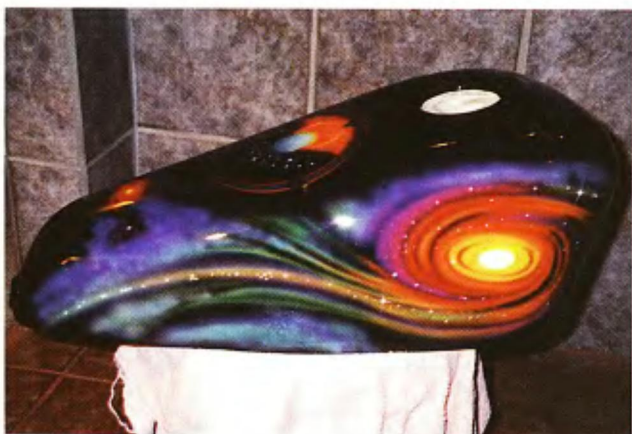
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CUSTOM PAINT "BY THE NUMBERS"

JW Designs

"Ninety-nine percent of the work I do is on custom Harleys," Jesse Welch says, but that other 1% of this artist's time is spent on some pretty varied projects. Seen any custom-painted guitars lately? Or maybe some restored old-style six strings? It's a good chance Jesse's done the work.





And taking things to the extreme, Jesse's even put Ed Roth's infamous "Rat Fink" on toilet seats, circling flies included. But it's the bike work that we're most interested in here, and JW Designs turns out some eye-popping, mind-bending final touches for Harleys.

JW Designs does the full deal when it comes to a custom paint job, too. Jesse'll start with some sheet metal work if that's what's needed, he'll do all the basic molding and filling and frenching and smoothing, sandblast away any old finishes still in place. "I never paint over anything but bare metal," he says, and then he'll start all over with new primers, colors, and designs. All of this can happen long distance too, accomplished with a couple phone calls and a little help from the UPS guys and their brown trucks. Once Jesse and a customer both know what's going to happen and exactly how much it's going to cost, "And once I quote a price that's it," Jesse says. "There are no surprises."

All you have to do is strip off your bike's sheet metal or have it done, pack it up and ship the parts to Jesse. Half the money is due up front, then, after the job's done and you've reviewed the photos of the completed work (e-mailed for your approval), Jesse will collect the balance, pack up and insure everything, and send it your way. The whole job, door to door, will take about a month, maybe less, and Jesse prices his work upon how involved a job is and how many hours it takes to complete. The cost of a full custom paint job is less than you might think. A basic-color job with ghost flames on a set of fenders and a tank, for instance, will run right around \$1,200, total.

Not surprisingly, Jesse's background covers both metalworking and art. A machinist and tool-and-die maker for 20 years, his custom painting and artistic talents began to show even in early grammar school. He'd turn in tests and home-

work decorated with flames, pinstripes, and skulls.

Fifteen years ago he bought an airbrush to paint a helmet and put some flames on his own bike, and the next thing he knew people were pulling him over as he rode around, asking where he'd had his artwork done. They wanted some, too. Custom painting became a lucrative side gig, and two years ago JW Designs became a full-time job.

Jesse works with both PPG and House of Kolor paints, so he can offer a wide range of custom finishes. "Between those two companies," he says, "I'm able to offer just about anything you can think of and do it in any color." Or a combination of colors. Take a look at some of Jesse's work. Intricate stuff, from snake skins to the universe at the moment of creation, to skulls, flames, and tribal designs. "But sometimes I'll just paint a bike black, too," he says. Custom black, of course, and with an artist's touch. Typically Jesse will shave off and fill in every factory rivet before he begins because "it makes the finished work smoother to look at," and he'll mold in the gas cap areas on tanks, as well. "Just generally cleaning things up all over," he says. At JW Designs you get more than just paint, and the extra effort shows.

Have some ideas of your own? Something you'd like to see on your bike? Now you know where to get it. "But if it's something very specific you're looking for give me a picture first, if you have it," Jesse says. In the meantime check out the work on these pages, and for even more examples of all that's possible with a click over to the JW Designs Web site at www.trickpaint.com.

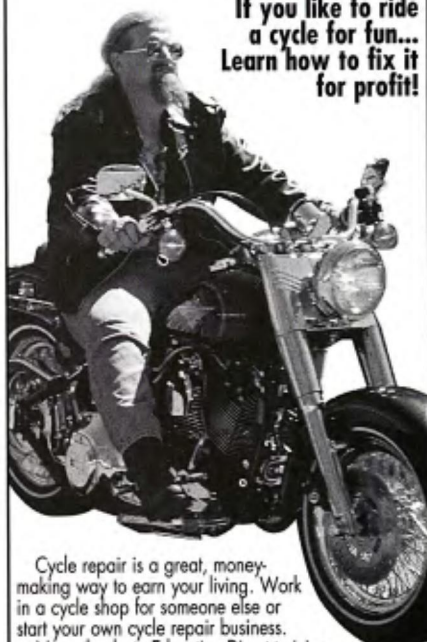
Painting by the numbers was always easy, but it never looked this good.

—Joe Kress

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Titties for beer!

—Ken Roberts, Rapid City, Mich.

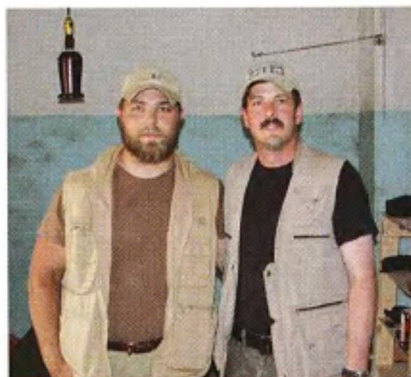
—David Damron, Fort Indiantown Gap, Pa.



—T.W. Banks, Reynolds, Ga.



Toughin' it. —Blue Bike Mike, Newburgh, N.Y.



—Matt C. and James, Bagram, Afghanistan



Da Jersey crew. —Katmandu, Leesburg, Fla.



Janette. —Cindy McMurray, New Orleans, La.



Blond on blond. —Bob King, On the road



Hutch an' Melanie tie it. —Judy Brown, N.C.



That's gonna leave a mark.

—Pistol Pete, Tattoo Expo 2001, Coral Springs, Fla.



Duck the Deerman, Just horny, Officer. —Ray Owens, Welcome, N.C.



Scott and Sally Judge. Congrats, kids. —Nate Ullrich, Clinton, Iowa



V-twin vixens.

—Natalie Wilson, Chico, Calif.



Lettin' the puppies loose at Laconia 2002.

—C.J. Parker, North Conway, N.H.



Oops!

—Dawn Glencer, La Plata, Md.



Smilin' while flyin'.

—Steve Perry, Jacksonville, Fla.



Myrtle Beach babe.—Al Leiby, Penfield, Ohio



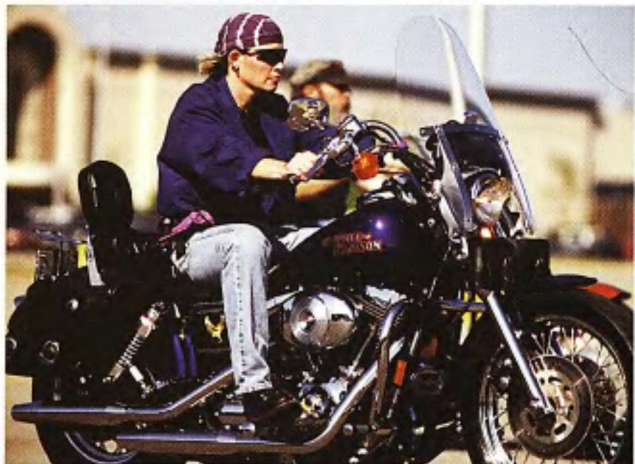
Sexy sixer at Daytona Bike Week 2002.

—Alex Roberts, Rochester, Mich.



Killer view.

—Rich Reyes, Lincoln, Calif.



On the road again.

—Bret Brandt, Waterloo, Iowa



Laughlin River Run '02. Flame on, baby! —Michael Rios, Fresno, Calif.

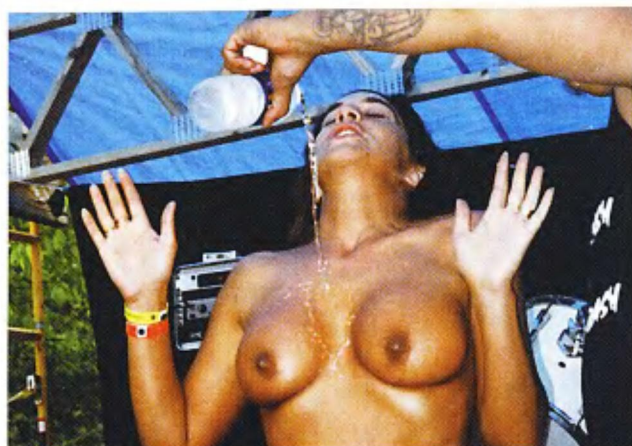


The usual suspects. —Just Us, Joseppi, Capri Lounge, Hazleton, Pa.



Just kickin' it.

—Sportster Jeff, Charleston, S.C.



Like water off a... —Dog Man, Cherokee Choppers, Cherokee, N.C.



Young guns. —Linda Criswell, 18th Bi-State Awareness Ride, Ill.-Iowa



Nice lungs, lady. —Bobbie Brand, 2002 Redwood Run, Calif.



Got her kicks on Route 66. —Lisa Gordon, Laughlin River Run '02.



Sweet skeeter bites. —Ricky Akridge, Spring Rally, Faunsdale, Ala.



It's the mother and daughter reunion. Yep, like mother, like daughter.

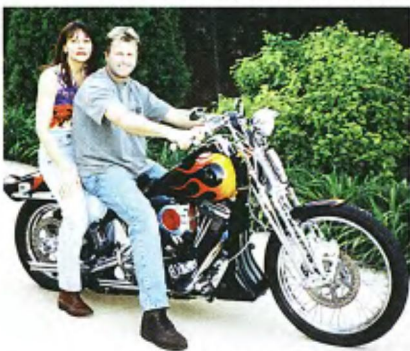
—Vanessa (mom, 41) and Amanda (20), Racine, Wis.



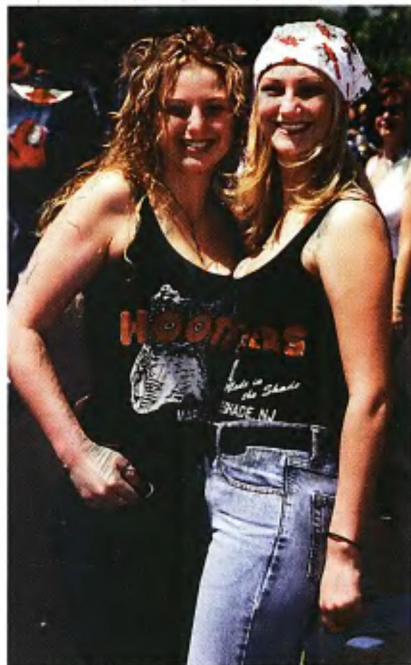
Sproing! —Crash Dean, Jeffersonville, Ohio



—Bret Brandt, On the road, Iowa



—Lucie and Darien, Naperville, Ill.



Hooteriffic! —Lou Camerota, Camden, N.J.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for every full-page color photo, \$50 for half-page color photos, \$40 for

color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photography. Please include your mailing address with your digital submission.

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240.84
DYNA 2000-i KIT w/COIL 238.84

MIRROR
22.96 up

DIST.
129.84

T-BAGS
83.79 up

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96" S&S 4295.00
100" CCI 4390.00
113" S&S 4795.00

1 YR WARRANTY

EXHAUST PIPES
48.94 up

RISERS
24.94

ENGINE CASES
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JIM NASI'S CAMEL SERIES CHOPPER **HUMPING INTO HISTORY**

Master builder Jim Nasi was just minding his business barely a half mile from his Phoenix shop test riding his third Camel Series project bike when the long arm of the law showed some short-sightedness. "I had barely got the bike done, and got popped right away by a cop." The "pop" came in the form of a \$531 ticket. "And I wasn't even speeding," Jim laments.

"Usually I get stopped because they want to have a closer look at what I'm riding, but this time it was no mirrors, no turn signals, no license plate mount, no registration, and until I pointed out the recessed LEDs, no taillight," Jim told us. Worse yet, the ticket came from a bike cop. But then Instant Karma seemed to come into play as a sudden wind ripped the ticket book off the police bike and tossed it down a drainage pipe and into oblivion. "The wind took that sucker, and it went right down into the ditch with no way to get it. So I'm leaning over, looking down into the ditch, laughing my ass off. But then I turn around and he's smiling, holding my ticket in his hand, the only one that didn't blow away."





Annoying, but a small price to pay for riding what you see here, a bike especially created for the R.J. Reynold's Camel Bike Series. This was Jim's third invitation to do his thing, and as he says, "You always want to top the last one. All three of my Camel bikes are completely different, and it also allows us to show our range of craftsmanship. When you're doing a bike for Camel, it's got to be eye-catching," says Jim. "And since I'm not big on flashy colors, I wanted the other components, like the metalwork and engine, to reach that eye-catching level. The tank was the main focus of the bike. After the frame was completed, I set the tank on it, then started to make cardboard cutouts and shaped up the tank's design. The tank was beat out of aluminum and we made a steel pocket into which to fit the tank so that it looked seamless and flowed. But you can pop out the tank and gain access to all the electrics, coil, harness, etc." (Jim points out that Gary McKinley handled a lot of that sheet-metal magic.)

Jim upped the ante and then some in this third adventure into Camel Bikeland. For example, when Jim and his talented crew next focused on the powerplant layout, he says, "I told Keith Terry of Terry Components that I wanted to do something really different, because I wanted the chopper to look real aggressive."







Terry Components came through with the 4-carb, 4-vertical-velocity stack setup that reaches for the sky on either side of the 131-inch Merch monster motor. In this case, it's their new "Shorty" that's designed to fit right into a stock frame.

However, there's nothing stock about this Daytec frame. Says Jim, "Phil Day does every single one of my frames, and I just call up with my specs. I don't do that many choppers, so I wanted to make a mild chopper, not something way up in the air." And since most choppers Jim was seeing had short fenders, he wanted to go a different route by incorporating longer fenders. As far as what goes under those fenders, Jim adds, "I also don't do that many wide tires, and like to keep a slim, smooth profile rather than a thin tire up front and a big fat one of the rear. Because of the bike's stance, I guess you could say it's a mid-chopper."

An outstanding feature is the all-new swingarm Jim created for the bike, the very first of a new series. As you can see, the low-cut design provides a lot more room for sheet metal work around the rear fender. As this issue of *Easyriders* hits the streets, the new swingarm is now available to the public, and you can check it on Jim's Web site. Just as new is the set of royally righteous custom wheels from Performance Machine, appropriately enough called Monaco by the manufacturer.

Explaining why he selected the wheel design, Jim says, "The radiuses of the wheels and spokes went just right with the metalwork. Speaking of the metalwork, trying to get that one radius that brought the bike all the way down was tough because the oil tank was under the seat. So we had to hand make the oil tank and place it in a lower position along with the battery so there's not much working room." Yet another new piece featured on this bike is Jim's billet open belt primary also now available from JNC.

This Camel Bike will be humping around the country on tour for a year, and then return to Jim's shop. Meanwhile, you can buy the handlebars, grips, internal throttle, swingarm, hydraulic clutch, exhaust pipes and headlight right from Jim Nasi Customs.

For more info, you can contact Jim Nasi Customs at 1-800-964 NASI or log on to www.jimnasicustoms.com. —Paul Garson

Owner: Camel/R.J. Reynolds
City: Winston-Salem,
North Carolina

General

Designer: Jim Nasi Customs
Fabrication: Jim Nasi Customs
Year and make: 2002 Jim Nasi
Customs

Model: Camel Chopper
Assembly: Jim Nasi Customs
Time: 6 months
Chroming: Meclec Plating

Engine

Year: 2002
Model: V-twin
Rebuilder: Merch
Ignition: Dyna 2000
Displacement: 131-cubic-inch

Shorty

Lower end: Merch

Balancing: Highway Choppers

Pistons: Merch

Heads: Merch High Output

Cam: Crane

Lifters: JIMS Machine

Carb(s): Terry Components

Air cleaner: Terry Components

Pipes: Jim Nasi Customs

Transmission

Year: 2002

Modifications: Baker 6-speed

Shifting: forward controls

Painting

Painter: Deano's

Color: black/red/silver

Type: Spies/Hecker

Special paint: Graphics by

Deano's

Frame

Year: 2002

Builder: Daytec

Type: chopper softail-style

Rake: 43 degrees

Stretch: 5 inches

Shocks: Legend Air Ride

Modifications: Jim Nasi swingarm

Accessories

Bars: Jim Nasi Customs (JNC)

Risers: JNC

Handlebar controls: PM

Fenders: Fat Katz Inc.

Headlight: Headwinds

Taillight: JNC

Pegs: Performance Machine

Gas tank: JNC

Oil tank: JNC

Primary cover: JNC

Seat: Guy Tieman

Grips: JNC

Forks

Type: wide glide-style

Extension: 10 inches over

Builder: Perse

Special Features: JNC

Wheels

Front

Size: 21 x 2.15

Hub: Performance Machine

Tire: Avon

Brake: Performance Machine

Rear

Size: 17 x 5.5 inches

Hub: Performance Machine

Tire: Avon 190

Brake: Performance Machine

Photographer: Paul Martinez



Meet June's Winner

Oh Jeebus! Check out the pontoons on your June Fox Hunt winner Julie Ann! Go ahead and gawk all ya want, she's used to it. In fact, if you've ever been to one of them NASCAR races, ya probably gawked at her and made some feeble attempt at a pick-up line already. We can't tell you what sponsor she appears for, but she's a "real American hero" if ya know what I'm sayin'. Anyway, when she's not coaxing you into signin' up for something or signin' calendars, this little lovely calls Chi-Town her home away from home. Since the weather was windy and generally crappy there, we flew her out to Mike Chase and foggy San Francisco, where we then paired her with Kent Terry and his Y2K Ness sled. Go ahead and gawk all ya want by flippin over to Page 56. I gotta feelin' some of ya are sizing up a pearl necklace right now! —Al K. Haulic



Brandy-Georgia

#1101

"My first ride on a harley...was the best I ever had. I didn't know what was making me wetter...the rider or the bike. I decided it was the bike."



Donna-Illinois

#1102

"My first ride made me more aware of my surroundings, my body, and my mind. That was 28 years ago and I still love to ride."



Myra—Missouri

#1103

"I loved it so much, I knew I could ride on a Harley forever. Well, not forever, but you get the idea."



Shani—Oregon

#1104

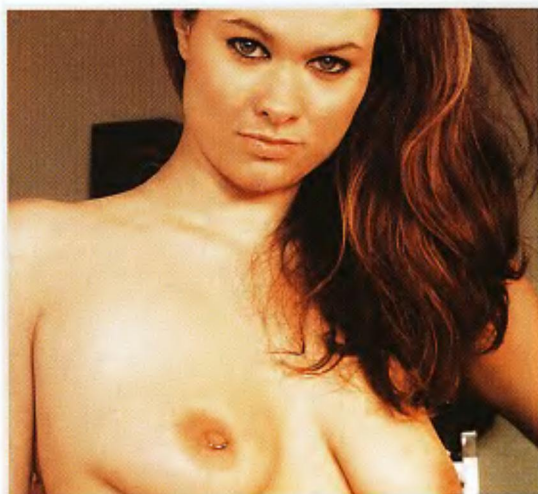
"It was through the scenic hills of Oregon and I couldn't believe the power between my thighs!"



Stacey—North Carolina

#1105

"If the guy I had ridden with on my first ride hadn't been as fast in the sack as that bike was...I would have been married to him by now."



Tara—Louisiana

#1106

"I was 16 when I took my first ride on Dad's Harley. The wind and vibrations made me feel something I shouldn't have been feeling around my dad."

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of *Easyriders*, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #353 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes October 1, 2002. The voting deadline for this month's crop of cuties is October 31, 2002. We'll announce the winner in the February 2003 issue.



Here she is, your July 2002 monthly Fox Hunt winner, Bethany, Number 706, from Los Angeles, California. See a lot more of her next issue.

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FOX HUNT

P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Date of Birth _____ I am _____ years of age
I will pose fully nude _____
Model's Signature _____

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Photographer's Signature _____

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



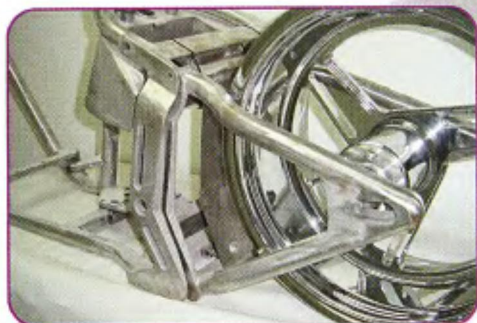
Eddie Trotta's



629 E.. Sunrise Blvd.
Fort Lauderdale, FL 33304
Phone: 954.763.2100 - Fax: 954.763.6699
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Belt Drives

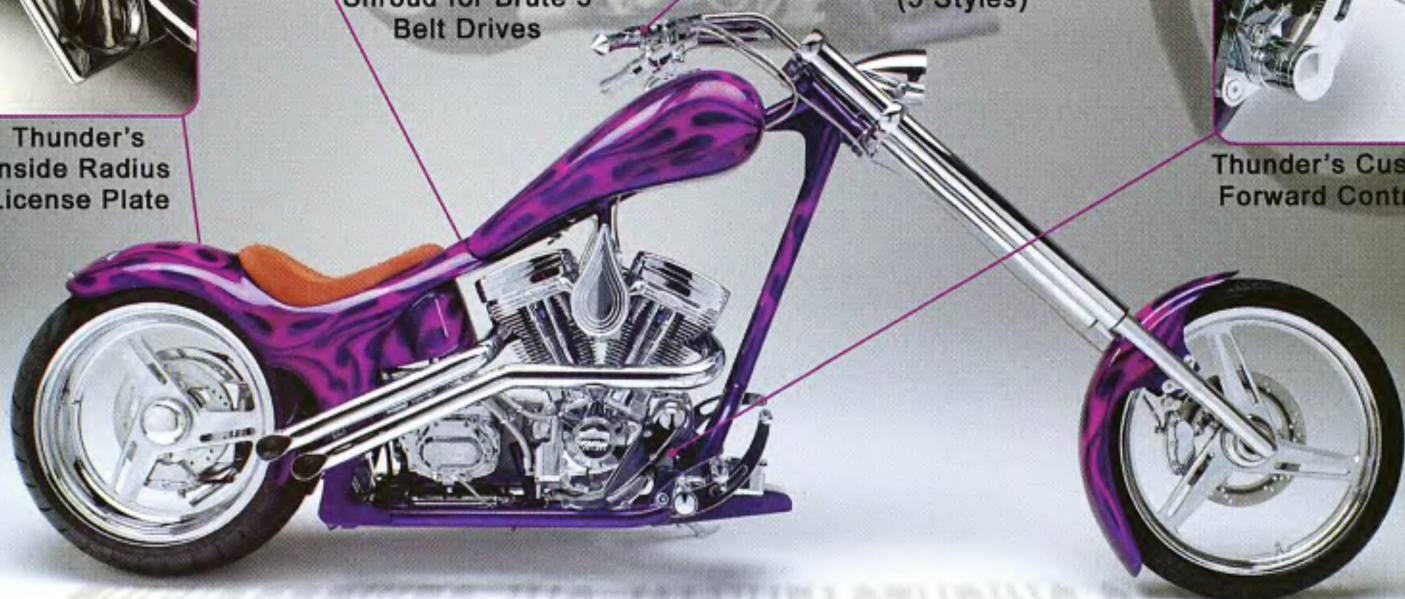


Thunder's New
Death Grips
(5 Styles)



Thunder's Custom
Forward Controls

Thunder's
Inside Radius
License Plate



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Many exciting things are happening this year in the motorcycle cruiser world, and Victory's unveiling of their new 2003 model line is certainly one of them.

The biggest piece of news this year for Victory is their brand new Vegas custom cruiser introduced during the Victory dealer meeting last July, and presented to the public at the Sturgis Rally. The Vegas is a completely new motorcycle built on a new chassis and dressed in stylish sheet metal and chrome.

While other Victory cruisers featured a more conservative and functional styling, the Vegas is dressed to thrill.

Looking smooth and fast, the new Vegas model is low, sleek, and loaded with cutting-edge technology and powered by the Freedom V-twin engine.

The Vegas is Victory's entry into the custom cruiser segment of the bike market. Buyers who have previously ponied up \$25,000, \$30,000, even \$40,000 or more for custom bikes will be able to buy a Vegas for considerably less, according to the Minnesota-based company. And the new cruisers come with factory warranty protection.

*Freedom V-twin performance, smooth and easy shifting, and a high,

Victory's New Cruisers

VICTORY MAKES A SPLASH WITH THEIR NEW VEGAS CRUISER, UPDATED MODEL LINE, AND NEW CUSTOM ORDER PROGRAM







new level of styling never before seen from a major manufacturer," are some of the features built into the cruiser, Victory told us.

The Vegas was designed and developed by Victory's Industrial Design Group. They built the Vegas on a new chassis that's lower and longer than any previous Victory. The Vegas shares a few parts with other Victory models, such as some fasteners, mirrors, and a right hand grip, but that's about it. Virtually everything else is original to the Vegas.

The Vegas has a 21-inch front wheel, forward-mounted foot controls, a stretched swing arm and increased fork rake. The wheelbase is one of the longest on the market and the frame uses larger-diameter tubing that provides greater torsional rigidity. The seating position is lower than on any other Victory, making it a good fit for a wide range of riders and ideal for enjoyable cruising. The pulled-back cruiser handlebars put the rider in a comfortable position and their rubber mounting reduces vibration dramatically.

As the Victory designers scrutinized their early Vegas prototypes, they invited Arlen Ness and Cory Ness to serve as consultants, providing design insights and styling ideas.

The fenders and fuel tank of the Vegas share a common design theme—a raised spine that runs the length of the bike. The spine design is even found in the fork clamps and the swing arm. The stretched fuel tank features scalloped sides where the Victory logo is displayed, and a split tail that flows into the peaked nose of the seat. The red taillight lens is mounted flush with the surface of the rear fender, and features an LED unit for optimum illumination and trouble-free operation.

A first in the motorcycle industry, customers will be able to order an optional, high intensity discharge headlight system that produces clean white light, and is three times brighter than a standard bulb.

The Vegas is loaded with chrome and attention to detail. For instance, the handlebar mounting brackets are hidden under a chrome plate so the fasteners are hidden. The speedometer housing (which is separate from the headlight nacelle, unlike other Victory models) is chrome, as are the ignition and fuel injection system covers, the rear fender struts, and the belt guard. The indicator light panel is mounted flush with the top of the fork clamp, complementing the bike's clean look.

The Victory Vegas is powered by the company's fuel-injected Freedom V-twin engine, a 92-incher with single overhead cams, four valves per cylinder, self-adjusting cam chains, and hydraulic lifters. The exhaust flows through dual Vegas pipes with staggered, slash-cut tips. Victory adds that shifting gears will be easier than ever on a Victory with the new-for-2003 shifting mechanism that requires a light touch to change gears.

The Vegas has 43mm telescopic forks with a single, 300mm floating rotor and a Brembo 4-piston caliper up front, while the rear brake uses the same size rotor and has a 2-piston Brembo caliper. The cool factory custom comes with 40-spoke laced aluminum wheels, while optional 3-spoke billet wheels are available as an accessory.

The 2003 Victory Vegas is available in five solid colors—black, sonic blue, solar red, flame yellow, and vogue silver—and in vogue silver with black tribal flames.

—Lafayette

Photos provided by Victory Motorcycles



2003 Victory Classic Cruiser Victory's Ultimate Retro Cruiser

For the model year 2003, Victory's V92C will undergo a slight name change to become the Classic Cruiser. It still features a classic, retro cruiser styling, and benefits from Victory's powerful Freedom V-twin engine, with staggered slash-cut dual exhaust.

More changes come by way of a narrower new seat that will allow riders of all size to enjoy the bike, and that will also provide long distance users to appreciate added comfort. The Classic Cruiser shift mechanism is reportedly smoother for 2003, resulting in quick and easy "low-friction" shifting, while the 92-inch, multi-valve, overhead cam Freedom engine keeps delivering instant throttle response with its electronic fuel injection system. Victory is quick to point that their Freedom V-twin delivers outstanding power and fuel economy, and offers such a wealth of torque on tap that a rider will enjoy strong, instant acceleration at virtually any throttle setting.

The front end has 45mm telescopic forks, and front braking is supplied by a 300mm floating rotor with a Brembo 4-piston caliper. The rear swingarm is fitted with a gas shock and the rear brake consists of a 300mm-floating rotor with a Brembo 2-piston caliper.



2003 Victory Touring Cruiser Comfort and Style for the Open Road

Victory's Touring Cruiser is designed for the open road. It features a frame that's 2-inches longer than that of a Victory Classic Cruiser. This gives the bike a longer look and a frame geometry that gives both rider and passenger a smooth ride. Pulled-back touring handlebars along with a comfortable passenger seat and full passenger floorboards also help in creating favorable ergonomics for the long haul.

The hard, lockable saddlebags are styled with chromed side hardware and frenched-in tail-lights, and can be operated with only one hand.

The windshield provides protection from the wind and from those unwanted road surprises, and the Freedom V-twin engine provides plenty of torque. Power is fed through a 5-speed transmission with a shift mechanism that is dramatically smoother for 2003.

The front end uses 45mm telescopic forks and the front brakes consist of a pair of 300mm floating rotors with dual Brembo 4-piston calipers. The rear swingarm has a gas shock with spring pre-load adjustability, and the rear brake is a 300mm-floating rotor with a Brembo 2-piston caliper.

Victory's New Custom Order Program Build your own Victory!



Thanks to its recently introduced Custom Order Program, Victory will give their customers the ability to personalize their bike right from the factory's assembly line as they place their order for a new motorcycle. This unique factory program allows the buyer to get their favorite combination of paint, chrome, leather, and custom accessories, in a no-hassle, turnkey package. This system helps the rider in getting exactly what they want, right off the bat, with no wrenching, no crates of leftover stock parts, and similar hurdles that new motorcycle buyers may not want to be bothered with.

We visited the Victory Web site at www.victory-usa.com and played around with their online Custom Order Program. After a simple log-in procedure, we were ushered into Victory's virtual factory, where we spent a few minutes designing bikes. We used many combinations of paint schemes, engine color and frame colors, chrome finishes, touring options, and wheel and tire setups until we came up with our own fleet of unique Victory motorcycles.

The design process is easy and fun: first choose your victim, the Classic or the Touring, then proceed to pick the various components, as you see the final MSRP change to reflect your choices. When you're done, you can save your bike to view it later or modify it further, and go ahead and create another customized Victory. If you really like the bike you created, you can download the image and use it as wallpaper for your computer.

Call 1-800-POLARIS to find a Victory dealer near you, or log on to www.victory-usa.com for info.

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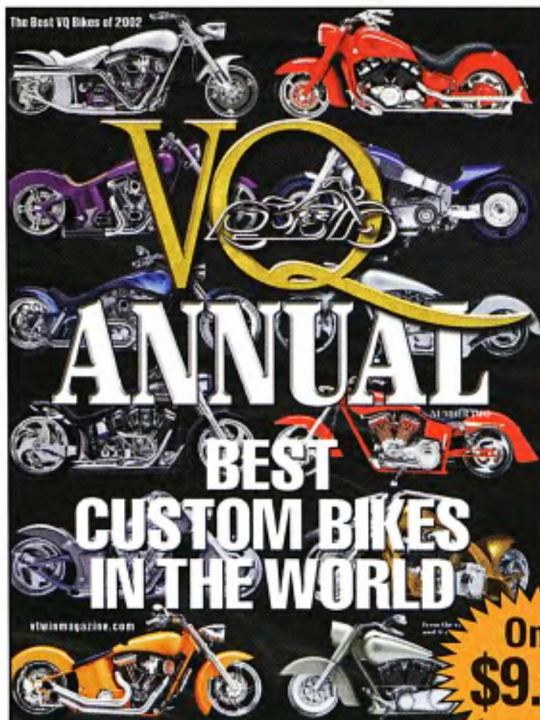


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THE MAIL MAN'S DILEMMA

Rural mail delivery was an uncertain business in our neck of the woods, the Lake Martin area and hills of central Alabama in the early- to mid-30s. For one thing, cars were far from dependable. The No. 1 reason for a no-show in winter was a frozen motor. This was inevitable from November through March. In the summertime, the motor would overheat and often our faithful mail carrier, Cletus Jenkins, would just decide to take the day off. His arrival at our mailbox was unpredictable, too. I often waited by our mailbox, which was a good mile and half from the mail route till late afternoon when he was supposed to be there by noon. He definitely took his time, never got in a hurry for anything.

The cars themselves weren't too dependable. T Models has graduated to the A Model, a more sophisticated mode of transportation. The biggest fault of the Model A's was a lot of them were noted for skipping, and our mail carrier's was the worst of the lot. He could be heard a good two miles away. The skipping and hopping made quite a racket. He was certainly easily identified! But it was no great catastrophe if Cletus failed to show up for a day or so. The volume of mail was light on any given day. There were few if any bills to be delivered. With kerosene lamps for light, wood stoves for cooking and heating, and water from the well out in the backyard or a nearby stream, there were no electricity, gas or water bills. The Farm Bureau sometimes sent out bulletins or pamphlets on how to prune fruit trees, dust cotton for boll



weevils, and kill garden pests. A magazine called *Progressive Farmer* came once a month to those rich enough to afford the subscription of about a dollar a year. Maybe a letter would come from a relative in another state, if the sender could rake up 2 cents for a stamp. Otherwise mailboxes were empty.

In spring and fall Sears and Roebuck sent out their wish books. So if Cletus, our crabby mailman, decided to take a holiday day, nobody paid much attention. The reason he wasn't fired was nobody wanted his job. He lived on Lake Martin and sometimes he had quite a time getting out of the woods that surrounded the lake where his house was located, especially if it had rained for a week as it sometimes did in winter. If we thought our dirt roads were bad, they were highways compared to the deeply rutted narrow wagon roads around the lake.

One beautiful spring day my Uncle Joe (He was just plain Joe to me, he was less than five years older than my 12) decided to ride his motorcycle, a Harley of which he was very proud, to the mailbox. After much arguing and promises of doing a lot of work, like feeding the pigs and bringing in stove wood when it was his turn, he allowed me to go too. Shucks! I would have promised to plow the whole back 40 to ride on that cycle. But after Mama's cautions to hold on tight and keep my mouth shut, I looked askance at Joe. He said one word, "bugs!" You better believe my lips were clamped shut.

Since he was expecting a letter from home, he decided to wait on old Cletus. After about an hour's wait, Cletus came skipping down the road in his A Model and came to a stop on one last skip and shudder.

My earliest memory of Mr. Jenkins was of a crotchety, cantankerous, ill-tempered man. He was probably in his mid-50s and I never figured out why he had such a sour disposition. He frowned all the time and I never saw him smile. Grams said he might have ulcers. If he didn't, then he surely would have in the near future. Maybe he had rheumatism that hurt all the time, or else he was born that way and relapsed somewhere on the way to 50. But whatever, he was quite a character. He put the wrong mail in the wrong box often.

When Joe asked about his mail, Cletus really wasn't paying attention to anything except the motorcycle.

"Is that motorcycle in good condition?" he asked.

"I wouldn't be riding it if it weren't," Joe retorted.

"How many miles does it get to the

gallon?" was the next question.

"Well, depends," Joe drawled. "If you're on a straight road, about 90. Climbing hills takes a bit more, say about 75." I could hear Cletus' wheels turning, figuring. He reached a decision.

"How much do you want for it?" He was excited. He really liked that mileage. He was busy calculating the money he could save on gas.

Joe appeared to ponder for a moment. "I expect it would be more than you would want to give," he said and started to turn away.

"Wait a minute. I'll swap you this car for it."

"And how much to boot?"

"Well, how much do you want?"

Again Joe pondered. "I'd say at least \$100."

"Here's the keys to the car, you got a trade." Cletus reached in his pocket and took out his billfold and painstakingly counted out the hundred in \$20s, \$10, and \$5s.

"Now, how do you start this thing?" He was already seated atop the cycle.

Joe showed him how to turn on the switch, push back the kickstand, and jump up on the starter. Cletus jumped, jumped again, and looked at Joe.

"Consarned thing ain't gonna start."

"Get off." Joe jumped on it one time and it started right up.

"You just gotta know how to do it," he grinned.

Cletus still had half his route to go delivering mail. He lit down the road like a cat whose tail was on fire, his hat flew off and sailed gracefully into a cornfield. He didn't deliver a single piece of mail, didn't pick up any either. He passed all the mailboxes, flying. When somebody was in hearing distance he hollered, "I can't stop!"

Lucy Smith was waiting to buy some stamps, but she got the same treatment. "I can't stop!" He sped on leaving poor Lucy with her mouth hanging open. He made the complete run but got to town with all the mail still in his bags. He couldn't stop when he got to town either. He circled the courthouse yelling, "I can't stop, I can't stop!"

Folks lined the street shouting instructions pointing to various parts of the cycle trying to tell him where the brakes were, which of course Cletus, mid all the confusion and yelling, heard not a word. The machine, finally after several laps around the square, stopped, not because of anything Cletus did, it simply ran out of gas. He climbed off, panting as if he had been running miles. He had about hollered himself to death, but he wasn't

too breathless to turn the air blue with language not fit for a Sunday school class to listen to. He spent the rest of the day learning the fine art of stopping a bike.

A week passed without undue hardship on Cletus. Meantime, back on the farm, poor Joe was having a hard time with the skipping A Model. Nothing he could do would persuade that car it wasn't supposed to skip. Everything that would come off, did, was laid out all over the yard, was cleaned and put back. He even added a few things, like hay baling wire and a couple of nuts and bolts to hold stuff steady.

"Why'd you do that?" I was mad as a wet setting hen.

"Do what?" he snapped. This car had him to the point where he was about ready to throw in the towel.

"Swap that absolutely fantastic motorcycle for this beat up old rattletrap that won't do anything but skip," I retorted.

"Well, I got a girl and as you know girls don't ride motorcycles."

"Well, la de da, what do you think I am?" By now I was ready to throw in the towel, too.

"You are a kid, not a full-grown girl," he replied.

At that I did it, I threw down a wrench I'd been holding for him and stalked off into the house, muttering about dumb men in general. Joe finally gave up and took the cycle back to town and swapped it for a truck.

Cletus was doing fine 'til he started out one morning and the sky was overcast. Funny thing, he hadn't missed more than a couple of days since he'd been on the cycle. The clouds hung low. He was about halfway through his run when the sky opened up and the bottom fell out. Cletus, the mail, and the cycle were soaked in a matter of minutes. He had not taken into consideration a rainy day was not the time to ride a motorcycle. The machine sputtered to a dead stop and no amount of coaxing would start it again. A couple hours later somebody came by and took Cletus to town where he sent a truck back after the cycle. He lost no time in going to the car lot and swapping the cycle for his old Model A. It was, of course, still skipping.

When I moved away from the hills years later, Cletus was still living in the same house he always lived in, driving the same car, still skipping around the mail route. The car still refused to start on a cold winter morning. But never again did he want to swap it for a motorcycle—good gas mileage or not!

—Edna C. Norrell



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Sometimes, there's a lot you can tell about a man just by looking at what he rides. Take one of those by-now-outdated billet barges, for instance. Chances are, the guy who rides one makes a ton of money, has a time-consuming career in areas like the legal or medical field, and, in general, rides his barge a couple of times a month—like when he goes on a local outing with his colleagues. Perhaps he cruises down to Chez Pierre in the Marina or is out just profiling along some popular boulevard, making sure the hip crowd, whoever they may be, will have an eyeful of him.

Here, on the other hand, we have a beautiful, old-school-style chopper with a lot of character based on what's not there. Notice the missing barge-type elements, which, in this case, have been replaced with a minimum of everything a chopper is all about. We're talkin' about the D.M.C. wishbone frame in basic-black;

the flamed, much-too-small peanut-style gas tank, the 14-inch-over springer front end with the 21-inch, fenderless front wheel; the old-style primary, the dog bone risers supporting a set of drag bars (although some apes might have been even more old-style), and, last but certainly not least, the suicide clutch, less dangerously known as jockey shifter. Supporting the premise that "speedos are worn by freaky Europeans" and "a dash is what happens when you don't have the money to pay for it," the owner of this bare-bones sled knows that less is often more.

Boy Rojas may be an old-school biker from way back, but he certainly is no old fool. He knows when old, while nice to look at, doesn't suffice the needs of a biker of the 21st century. Hence the motor is a 2001 generator Evo, equipped with the best S&S has to offer, while the tranny is several light years and two gears ahead of

BARENAKED LADY

STYLISH AND CLASSY, SHE COMBINES OLD AND NEW





what used to pass as the cutting edge in transmission design. That's right, a 6-speed is the way to go more efficiently.

Another interesting mix of old and new is Boy's brake system. While the rear wheel clings to the quaint, old-time drum brake system, the Swedish high-tech Tolle disc brake system at the rear makes sure that, should there indeed be a dime on the road, Boy can not only stop on it, but pick it up and put it in the meter, too.

So, in conclusion, we could safely assume that Boy, while harking back to the often touted and never repeated "good old days," knows where his tortilla is buttered and uses only the finest ingredients for an old-style/new-tech ride that ensures dependable and comfortable transportation any and every day of the week.

And not just when there's another annual lawyer run to Chez Pierre in the Marina. We dig this scoot the most.

—Red Baron



Owner: Boy Rojas
City: La Puente, California
General
Fabrication: The Wizard
Year and make: old/new H-D
Model: chopper
Value: for sale
Assembly: Boy
Time: too long
Chroming: old Jesse
Engine
Year: 2001
Model: generator Evo
Builder: Covina Sam
Ignition: Mallory
Displacement: 79 inches
Lower end: S&S
Balancing: Covina Sam
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): SU
Air cleaner: SU
Pipes: The Wizard
Mufflers: Rivera Engineering
Transmission
Year: 2001 6-speed
Modifications: jockey shift
Shifting: hand
Painting
Molding: Insane Flames
Painter: Quicksilver
Color: bright
Type: good
Special paint: yes
Frame
Year: new/old
Builder: D.M.C.

Type: rigid
Rake: oh yeah
Stretch: none
Other alterations: my ass
Accessories
Bars: drag
Risers: dog bones
Fender(s): short
Headlight: works
Taillight: works, too
Speedo: don't wear 'em
Pegs: CCI
Electrics: direct current
Foot controls: clutch and brake
Gas tank: not enough
Oil tank: stock
Oil system: Exxon Valdez
Primary cover: tin
Sissybar: Crazy Jerry
Mirrors: Crazy Jerry

Grips: rubber
Forks
Type: springer
Extension: 14 inches
Builder: The Wizard
Special features: yes
Wheels
Front
Size: 21 inches
Hub: star
Rim width: 3 inches
Tire: Avon Venom
Brake: old H-D
Rear
Size: 16 inches
Hub: star
Rim width: 6 inches
Tire: Avon Venom 180
Brake: Tolle
Photographer: John Wycoff







BE CAREFUL WHERE YOU SLEEP

According to a prominent doctor I saw on TV the other day, (whose name I can't remember because I was really tired and not paying attention) people aren't getting nearly enough sleep. We're all worn out and running at about 50% of what we should be, which for me is scary since when I'm at a 100% the most complex thing I can figure out is if I've got enough beer to get me through to payday.

Doctor Whatshisname went on to say that before the creation of the light bulb people averaged about 10 hours of sleep per night. This was possible because once it got dark, without electricity, your entertainment options consisted of watching a lamp flicker or making yet another rugrat. Not that birth control wasn't invented, it was just too dark to find it.

With the advent of the modern power grid the average sleep time dropped to about seven hours per night. If you factor in the easy availability of late night TV and Internet porn, some people aren't getting any sleep at all.

This lack of pillow time is causing people to be less productive and even dangerous. Folks are nodding off and crashing cars into each other, causing oil spills and taking endless sick days because they're dying for a nap. This is serious business because there are certain times when slipping into dreamland can cause major problems.

For Example...

- 1) While running away from a junkyard dog.
- 2) While walking on a tightrope.
- 3) During a job interview.
- 4) While performing surgery.
- 5) During a gun fight.
- 6) While bullfighting.
- 7) While applying a tattoo.
- 8) During a drivers exam.
- 9) While swimming.
- 10) While climbing anything
(trees, stairs, the corporate ladder).
- 11) While skydiving.
- 12) While riding a motorcycle.

If you've ever fallen asleep in any of these situations, you need to be spending more time in bed. Or if you can't seem to make more hours for sleep, increase the quality of what you do get. This can be accomplished by following a few simple suggestions, which I stayed up late to write down. Please note, these are the experts suggestions, not mine, so if they don't work don't blame me. I'm really too tired for any of your crap.

- Do nothing in bed but sleep. This means no eating, no watching television, no reading and no sex. The bed should have one purpose and one purpose only. I know this sounds harsh, but it does open up a whole list of new things to do in the kitchen.

- Sleep in a dark, cool room. As opposed to, say, beside a bright, red-hot furnace or under the hood of your car.

- Buy a comfortable bed. This piece of advice is for all you people out there who have been sleeping on a slab of wet concrete. Let's use some common sense here.

- Sleep where you won't be disturbed. If you've been trying to sleep at the gun range or down by the railway tracks, you might want to adjust your approach.

- Sleep when you're tired. This is something a lot of animals practice, like dogs, which sleep about 22 hours a day. Sure, they don't get much done, but they're well rested. Besides, what does a dog ever have to do that can't wait until after a nap.

- Take a warm bath before bed. Do exercise some caution though. I once fell asleep in the bathtub after an evening of vodka shooters and woke up only when the luke warm soapy water started running into my mouth. Not the most noble way to buy the farm.

- Don't take your problems to bed with you. For some this will mean leaving your work at office. For others it will mean getting a separate room for your wife.

- Don't go to bed angry. Or, for that matter, with someone who's angry at you. There's no better time for a cranky ol' lady to seek out cruel revenge than when you're dreaming about banging her best friend.

If you try all this stuff and you still can't get a good night's sleep, maybe you're just trying too hard. Relax a bit. Crawl into bed with someone you love, or if that's not possible, your spouse, and let nature take its course. Eventually you'll drift off to dreamland.

Even if you don't, sooner or later you'll go insane and people in white lab coats will lock you in a cozy room and give you pills to make you sleep. So really, you can't go wrong. Nighty night.

—Greg White

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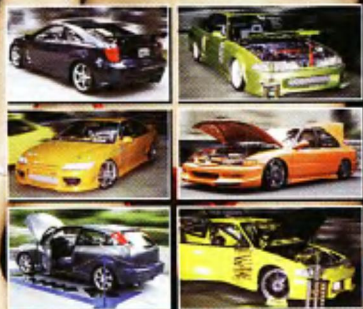
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RON SIMMS' RADICAL NEW SPIN—WARRIOR BIKES

With the introduction of the new Blaster Series, master bike builder Ron Simms has literally blasted a whole new chapter into the history of custom bikes. Ever since interest in choppers began gaining momentum, many have executed finely fabricated examples, but no one has actually come up with something truly innovative, as in a new direction. Recognized by both the biker public and the industry itself, the Simms Blasters have indeed set a new precedent.

About 80,000 bike fans got a closer look at these unique new customs recently at the Hollister Independence Rally in Hollister, California. In fact, Ron's new double-decker, 53-foot, slope-nosed Kenworth big rig, decked out in biker black and flames, was a bike show in itself with over 40 custom bikes on display. "On Saturday there were so many people between 9 in the morning and 5:30 in the evening that you

THE BLASTER







never saw the street," says Ron, describing the party scene. "The Hollister event has already surpassed Laughlin, helped by the fact that it's probably the closest run in relation to a major metropolitan area. The promoters worked hard and want it to happen real bad, and it's got the potential to become the West Coast Sturgis. It was a good shake down run for our new rig, plus we sold a bike and a ton of apparel and put on a huge barbecue to boot, so it was a great event for us." You could say Hollister helped celebrate the introduction of the new Blasters as well.

Several of the Blasters have already been built including the high-bar green bike and the black prowler seen here. Ron says, "It's something completely new. There ain't a chopper on the market that hasn't been done before, just a variation on the same thing. The Blasters have got a very distinctive appearance including the fact that the rear tire is so close to the fender yet you still have full suspension. We also had a couple of them at Daytona, and people went crazy over them. All the reactions to these bikes have proved out. We've done a red one similar to the black one, both of them are now sold, and two more have been ordered by customers."

The Blasters, highlighted by the unique rear section design, are based on a 240-frame kit featuring the new hidden axle swingarm. The rear fender is welded to the swingarm such that the seat sets into the bike in a completely novel way. There's a pocket inside the rear fender so that the distance between the fender and the tire remains the same at all times. The incorporation of the Legend Air Ride system allows you to automatically adjust the bike's pavement clearance and ride height, all the while retaining the radical slammed rigid look. When you let the air out, the seat recesses into the fender, and when you want to ride, just pump in some air, and then the rear fender, because it's welded to the swingarm, moves around the seat. Even when the fender is raised to maximum height, and a gap results, there's still part of the seat, an added skirt, that's designed to collapse with the fender. So no matter whether up or down, the fender's relative position remains the same.

Commenting on the black Blaster, Ron says, "If you follow the gas tank lines you'll notice how they flow down and merge into the side panel which matches up with the swingarm. So whether that swingarm is up or down, it looks like a rigid frame, but still gives you the riding benefits of full suspension."

Though all Blasters are siblings, they exude distinct personalities. By putting the 21-inch wheel up front with the high bars, the green Blaster takes on the look of an old-school chop job. The black Blaster with its 18-inch front wheel, closed primary and mid-controls, gives it an updated streetster look. They are completely different bikes, but all the result of a few changes to the Blaster format...bars, fenders, exhaust systems and so forth. Perse is building a new front end to go with the Blasters to further enhance their unique design. Ron sums up what the 131-cubic-inch powered Blasters are all about when he says, "Warrior bikes is what they are."

The rest of the Blaster package consists of components that Ron has come to know and trust through long association like the Baker transmission, the Dyna ignitions, S&S carbs, Legends Air systems, and PM wheels and brakes. In addition, the Simms-Hannon 131-inch Thug motor, frame kits, tanks, fenders, even the Thunderheader pipes made especially for Ron are available from the Ron Simms Custom Cycles online store or through their catalog.

Ron adds that a customer can pick the look he likes, even a smaller engine if he so chooses. To own your own Blaster, you can contact Ron Simms by calling 510-537-3338 or visit his Web site at: www.ronsimms.com. And if you're at any of the major bike events, look for the Simms flame-painted Kenworth big rig.

Speaking of Blasters, this news should create some shock waves. None other than Ducati, builders of the famous Italian thoroughbred twins from Bologna, has asked Ron to build them a bike based around his Blaster format. "Some people from Ducati came by and looked at it," says Ron matter-of-factly. "On the first day the design team was there, the next day the president of Ducati North America showed up, and that night the CEO from Ducati in Italy was there. Then they called me at dinner saying they really wanted to do something. Can you imagine the black Blaster with a Ducati motor in it?"

Now Ron's turned down a number of similar offers from other manufacturers, specifically metric bikes. But in the case of Ducati meets Simms, as Ron says, "We'll see what happens." But for our money, it sure sounds like something that would rock the status quo and make for a wildly different ride. A Blaster Monster or a 996 Blaster? Sounds cool, we say go for it, Ron.

—Paul Garson

Photos: Nick Cedar









For too many folks, Memorial Day has become just another holiday to hang out, barbecue, watch the Indy 500 and relax for a three-day weekend. Too many don't think of the real reason behind the holiday—to remember those who have fought and died serving this great country of ours. Like we said, many not all. Certainly not these two groups of folks: CMA Award winners Montgomery Gentry and the Vietnam Vets Motorcycle Club.

A few years ago, Eddie Montgomery and Troy Gentry (originally featured in the November 1999 issue of *Easyriders*) released their now platinum CD *Tattoos and Scars*, with the ballad title track paying homage to all war vets. Their next CD, *Carryin' On*, has reached gold status and contains the hit "Black Jack Fletcher and Mississippi Sam" making more references

HELL YEAH

RIDIN' AND REMEMBERIN' WITH MONTGOMERY GENTRY

to the Vietnam war. More recently, there was this little movie called *We Were Soldiers*, heard of it? A sound track was compiled and Montgomery Gentry's (MG) very stirring hit "Didn't I" was the first single released off the CD, catapulting it up the charts, despite little radio play. Although MG is tryin' to capture the more mainstream country audience, this band is proud of its outlaw image. Think of Cash, Haggard, Waylon, Willie, Hank Williams (all three of 'em) Skynyrd, and the Allman Brothers all rolled up into one.

Why tell ya all this? Simple, this is a group who never forgets all of those, past and present, who have fought and died for our freedoms. Eddie and Troy sing about and live it everyday. In fact, in another concert just days after this event took place, the entire band wore the red and black support shirts of the VNV onstage and were given a thunderous response when they told the crowd what shirts they were wearing.

Eddie, proudly wearing the American flag on one sleeve of his trademark overcoat and the POW/MIA patch on the other,



says, "This isn't an issue we just decided to get behind because it's politically correct. If you know anything about us at all you know we ain't PC. We've been singing about this issue [Vet recognition] all of our careers—even before our first CD was released." Troy, equipped with a guitar specifically designed for him (and one for Eddie) by Takamini Guitars with the POW/MIA flag painted on the back and the Vietnam service ribbon painted on the front, is quick to add, "Takamini only made two of these guitars and I'm honored to be playin' it onstage. Eddie has the other one under lock and key. I know this is a strong issue because when I flash the back of this guitar to the audience, there is a roar that tears your heart out."

Their entire lifestyle not only got our attention, but the attention of the Vietnam Vets MC, several years ago. Since then, the VNVMC have been special guests at many of their concerts, and very recently, were asked to appear in MG's video for "Didn't I," along with an open casting call for all war vets in the Los Angeles area. A special contingent from the VNV's F Chapter answered the call and, as a result, the VNV's appearance, at the end of the video, is one of its most moving scenes.

All of these events were tied together for this particular weekend. Seeing as how MG had a few concerts planned for the San Diego, California, and surrounding area, during Memorial Day weekend, the VNV requested they be given the honor of escorting MG and the tour buses to the concerts between San Diego and Los Angeles. Who was gonna tell these guys no?

In our first article on MG they were riding American Eagle motorcycles. Last year in Sturgis, the Ford Motor Company rewarded MG with their own Limited Edition Dynas for helping promote the Ford/Harley-Davidson F150 pickup—Ride Of Your Life Sweepstakes. Now when you catch a MG concert, the bike trailer is securely attached to the back of their bus. Although they never pass on a chance to ride, scheduling takes precedence. However, scheduling took a back seat when this call arrived.

"It was incredible" Troy says when asked about the ride into SoCal. "Eddie and I have been lucky enough to make friends with members of this club and also have other friends who served in Vietnam. We feel honored that these guys would let us ride in this pack...and not behind it."

"To even be considered to be allowed to ride in the pack of the VNV is an

honor." Says Eddie. "I know that not just anyone gets that opportunity and to be able to ride with some true American heroes is just unbelievable."

We hooked up with MG's tour bus as they crossed into California from Arizona, two days before the show in San Diego and escorted the bus all the way to the venue—allowing for a day layover in a little town outside our destination to...hang out and drink!

Arriving at the concert venue, the gates opened like it was Moses parting the Red Sea, as MG and 20 of their closest friends from both the F and I chapters of the club roared past the guards. During the show, MG gave special recognition to all those who rode with them and the after party was ready to kick into high-gear, until the owner of In Cahoots—a local country/western bar (619-291-8635)—



Photos: Jan Hagglund

slammed the hammer down on the festivities. It seems owner Dave Borlick's attitude was, "I don't care what war they served in, no collared shirt—tucked in—no entry." After some heated discussion about dropping some major cash in there the night before, radio and concert promos, everyone was packed into the tour bus and headed off to the host hotel for partyin' MG style—loud and long.

To get your own helping of MG's hospitality, check out their Web site at www.montgomeryentertainment.com and check out their latest release *My Town* on sale now. Trust me when I tell you that this is one group you definitely don't want to miss. By the way, to all the vets who have served our country, and to all those now serving...Thank You.

—Oil Can



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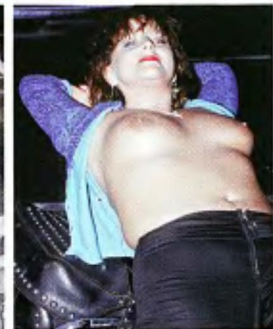
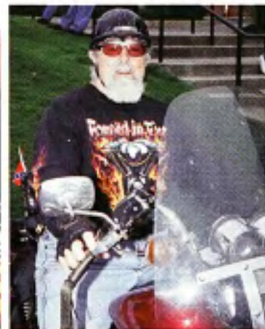
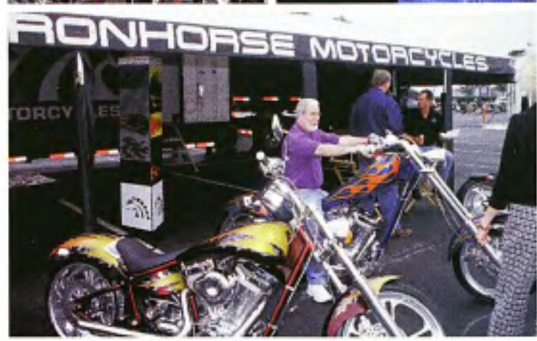
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Rollin' south outta Memphis, Tennessee, on I-61, the skies were lookin' pretty threatening. Stopped for a cup of hot bean juice and heard there was a good chance of flash floods. Screw it, gotta make it there before the rain hits, so back on the road we went. I was told it'd be easy to find Tunica from Memphis, the site of a brand new run to be held May 2-5 at the new Sam's Town Casino. Sam's Town is nestled among a strip of casinos that all have one thing in common—the Mississippi River. That's right, folks, at each hotel/casino, the gaming area has to actually be on the river. So you just have to wonder, "What happens if there actually is a flood? How do these floating pleasure palaces survive the rising tides?"

As the skies began to open up and the wet stuff came down like cats and dogs, thoughts of being on the Ol' Miss in a flash flood was an interesting concept....



out there on highway 61

SAM'S TOWN RIVER RUN

Upon arrival, the glittering casino strip is awash in lush greenery—a far cry from the desert “oasis” in Nevada known for its gambling. No, this was a whole different trip. The plan had been hatched by Mark Green and *Steel Dreams Extreme Sports Television* to start a big ol' southern-style party for vendors and riders who needed a lay-over on the way to Myrtle Beach, South Carolina, from Laughlin, Nevada. Novel idea, but this Californian just wasn't used to the torrential rain that fell the first day of the event. Ah, Mother Nature. The flash flood warnings were upgraded.... Hmmm.

Puddles formed at the feet of riders checking in, but it was a warm rain. Yeah, right. That's about as comforting as the old adage, it's a dry heat, but after a shower and a change of clothes, it was all good. The poker run that was scheduled for Friday became more of a poker game as bikers and vendors alike wisely stayed inside the warm, dry casino, sipping cold beverages and taking the time



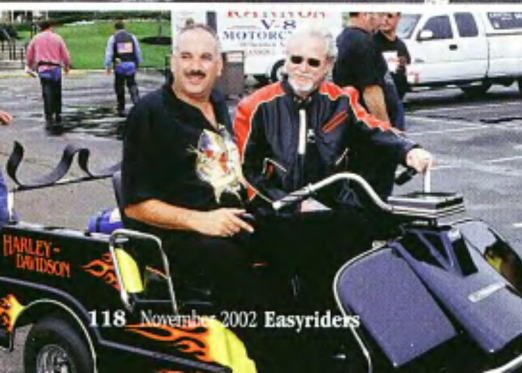


to familiarize themselves with the gaming tables. The event coordinators, aided by the gracious proprietors of the casino, decided to hold a slot tournament for all those in attendance, simply sign up and play. It was a great way to kill time and join folks like Arlen Ness, Mickey Jones and Playboy's own delectable Dahm Triplets, poundin' the slots for fun and prizes—which were awarded at the end of the game. That night Foghat belted out some vintage tunes in the casino's concert hall and kept everyone partying despite those flood warnings.

The lightning show outside was almost as fun as the band but it was time to take a walk to see just how these floating casinos work. The secret is in the gasketed joints between the hotel and gaming area, one on land, one on the water—actually a small tributary of the Mighty Mississippi. That way, when the water rises, so does the casino.

Saturday dawned with better weather and riders began to fill the parking area early. The casino hadn't floated away over night and things were warming up when Arlen decided to ride over to the burnout pit with his little orange "Half &

Photos: Ken Ross





Half" bike, sending up an eye-burning cloud of blue smoke. Not to be outdone, Harry from Samson Exhaust mounted a V-Rod and added to the mosquito-killing cloud. Later in the day, bike games kept the crowd amused as participants performed strange acts on their bikes in hope of winning the big prize.

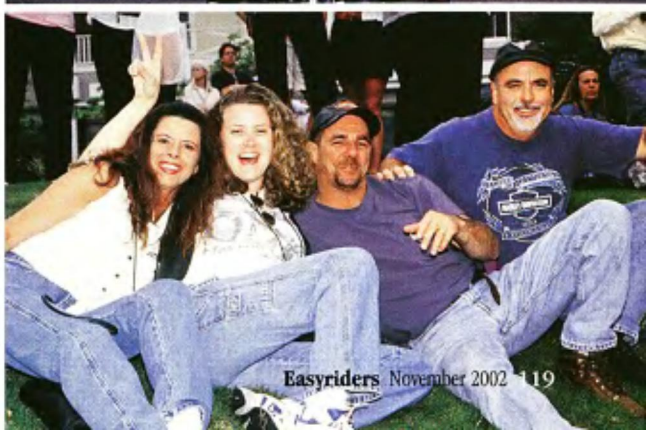
Lots of the big vendors were on hand, travelling from Laughlin to Myrtle Beach, including Arlen Ness, Samson, Indian and the Full Throttle Saloon along with local folks like Desiree from Cactus Mountain. Her handmade "Bad to the Bone" Southwest-style collection carries some of the finest belts, leather goods and accessories you can find. Check out her stuff at www.cactusmountain.com.

Playmate Christa Nicole was on hand as well, signing autographs and hangin' around with the crowd. Outdoor entertainment was supplied daily by Big Mike Griffith along with the Mike Reilly Band, who kept the damp, but happy crowd rockin' all weekend.

Thanks go out to members Mule, Braindead and Melissa, and Lil' Debi and Jerry of the Memphis-area ABATE, known as Wheels of Thunder, who partied on 'til the wee hours. And special thanks to Papa Smurf, who acted as honorary "Breast Wrangler" for the event, keeping a slew of Southern belles strolling past the camera lens showing off their assets. As the party headed indoors for the Saturday evening festivities, many of us made it in time to catch Creedence Clearwater Revisited who kept thing rockin' and rollin' on the river with a bunch of the original band's hits.

The weekend turned out to be a blast and Mother Nature couldn't dampen the spirits of the crowd that turned out for the very first Sam's Town River Run, where all the partyin' was very easily done...out there on Highway 61. Check out the Web site www.samstowntunica.com for all of next year's info.

—Boxcar



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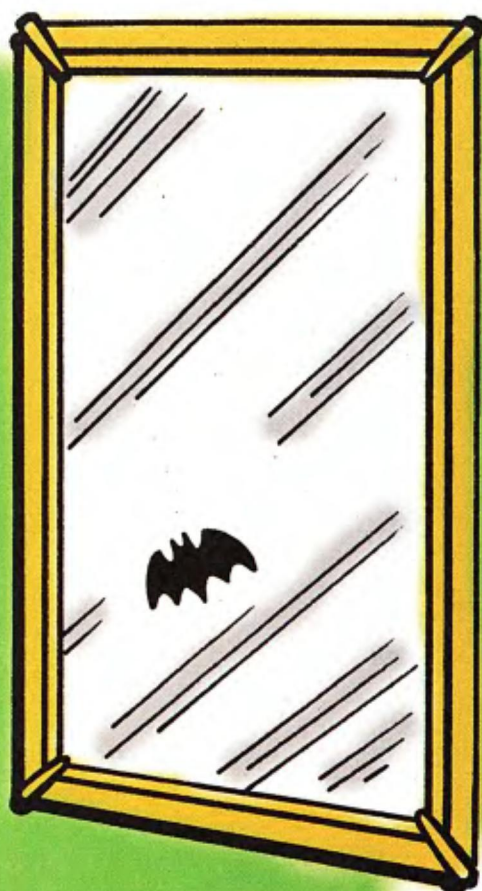
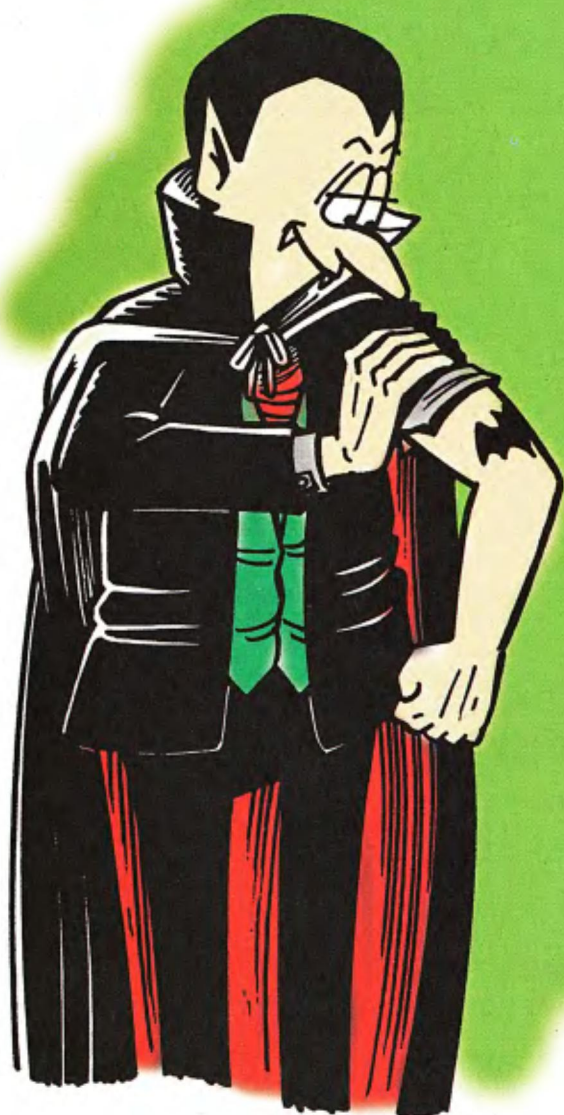


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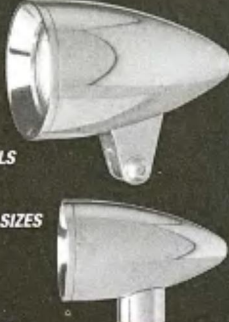
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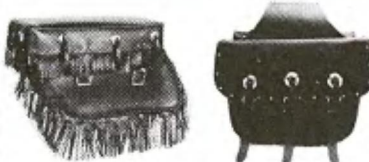
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REVTECH'S DIGITAL FUEL OPTIMIZER For Electronic Fuel Injection Systems

As is the case with many technical advances, electronic fuel injection (EFI) was born from the need for better performance and quicker engine response on the racetrack. Fuel injection was also found to make engines more efficient, as they made better use of the available fuel, making more power and achieving a cleaner burn.

It wouldn't take long for the racetrack technology to find its way to the street, and today the need for more environment-friendly engines and strict antipollution regulations have most automotive manufacturers offering electronic fuel injection as a standard feature on all their vehicles. The same thing is happening to the motorcycle industry as it gets dragged, kicking and screaming toward a new era where "zero emission" vehicles will eventually become the norm.

Not too long ago, EFI was seen as a fancy fuel delivery system having more to do with wizardry than technology. EFI is still viewed today as a potential can of worms by many old-school mechanics that would rather take apart a carburetor and fiddle all day with idle and primary jets than figure out error codes on a computerized diagnostic tool.

If we hope to be able to ride older carbureted bikes for many years to come, the reality is that the majority of modern motorcycles come equipped from the factory with EFI to meet emission standards. How do you hot rod such a bike? The factory provides performance kits in various stages, allowing riders to uncork additional power out of their restricted machine. A number of aftermarket companies also offer performance upgrades for EFI, but they often require using a laptop connection with accompanying software, and cumbersome wiring harness.

Forget all the complexity and "black magic" associated with performance from fuel injection: RevTech's new DFO (digital fuel optimizer) eliminates the need for expensive factory re-mapping and quirky downloads. What you see in the photo is what you get, and installation of the DFO only takes a couple of

basic hand tools and a few minutes for any V-twin motorcycle using EFI.

While the factory's performance module is actually nothing more than a download of optional EFI "maps" through their diagnostic tool and into the OEM black box, these maps are still mostly emission-based and therefore limited in their function—they can't possibly address all the combinations that consumers are going to produce.

RevTech claims that their DFO is broader in its range of adjustment, and is equally effective from stock bike applications all the way up to 100-horsepower street monsters. The DFO is designed to improve an engine's efficiency at all rpms and to provide crisper throttle response to create a significant seat-of-the-pants improvement in the way your bike runs and rides.

Installing the DFO on a bike doesn't bypass any of the original equipment's

vital sensors or affect any of the bike's other functions. If needed, the DFO unit can be removed and all the original EFI settings will be restored. Adjusting the DFO to a motorcycle is very easy to achieve by the end user, thanks to four adjusting screws that help fill some of the "voids" that stock injection mapping has to deal with in order to comply with emission standards. Just a simple screwdriver adjustment for low-speed, mid-range and high-speed mixtures should give you a better and broader fuel injection powerband and improved gas mileage as well.

RevTech's DFO was designed to address all issues of fuel injection with equal and effective ease and at a price comparable to the carburetor jet kits. The DFO retails for \$180. Call 800-729-3332 for the address of a Custom Chrome dealer near you, or log on to www.customchrome.com. —Lafayette



UNDERDOG WITH AN EDGE A Twin-Cam Huntin' Knucklehead!

I have a real soft spot for generator shovelheads, but knuckleheads have always been my real favorite of the classic engines. They don't have the massive look of a pan or a shovel, but you can't beat them for character.

Back in 1979 I bought the 1946 knuckle motor seen here from my brother for \$600. I drug it to the middle of my garage floor, and thought about pulling the engine apart to see how it looked inside, but what the hell—it would be more fun just to see if it ran like it was.

Putting the bike together wasn't much of a challenge, because parts for the older bikes were more interchangeable than they are now. If you had a big-twin clutch, you had a big-twin clutch, and the same went for pretty much everything else.

I worked on the knuckle Friday night

and most of Saturday and Saturday night, and put gas and oil in it before the sun came up on Sunday. It started on the third kick—honest to God—and I rode it for the next two years exactly as it was, except for tossing the 3-brush generator when it started smoking and replacing it with a new 12-volt unit that I had sitting on a shelf.

As I started putting more miles on my shovelhead road bike, though, the knuckle went downhill. I borrowed parts from it to keep the shovel going (the downside of interchangeable parts and a low budget) and eventually the knuckle wound up looking much as it had when I bought it.

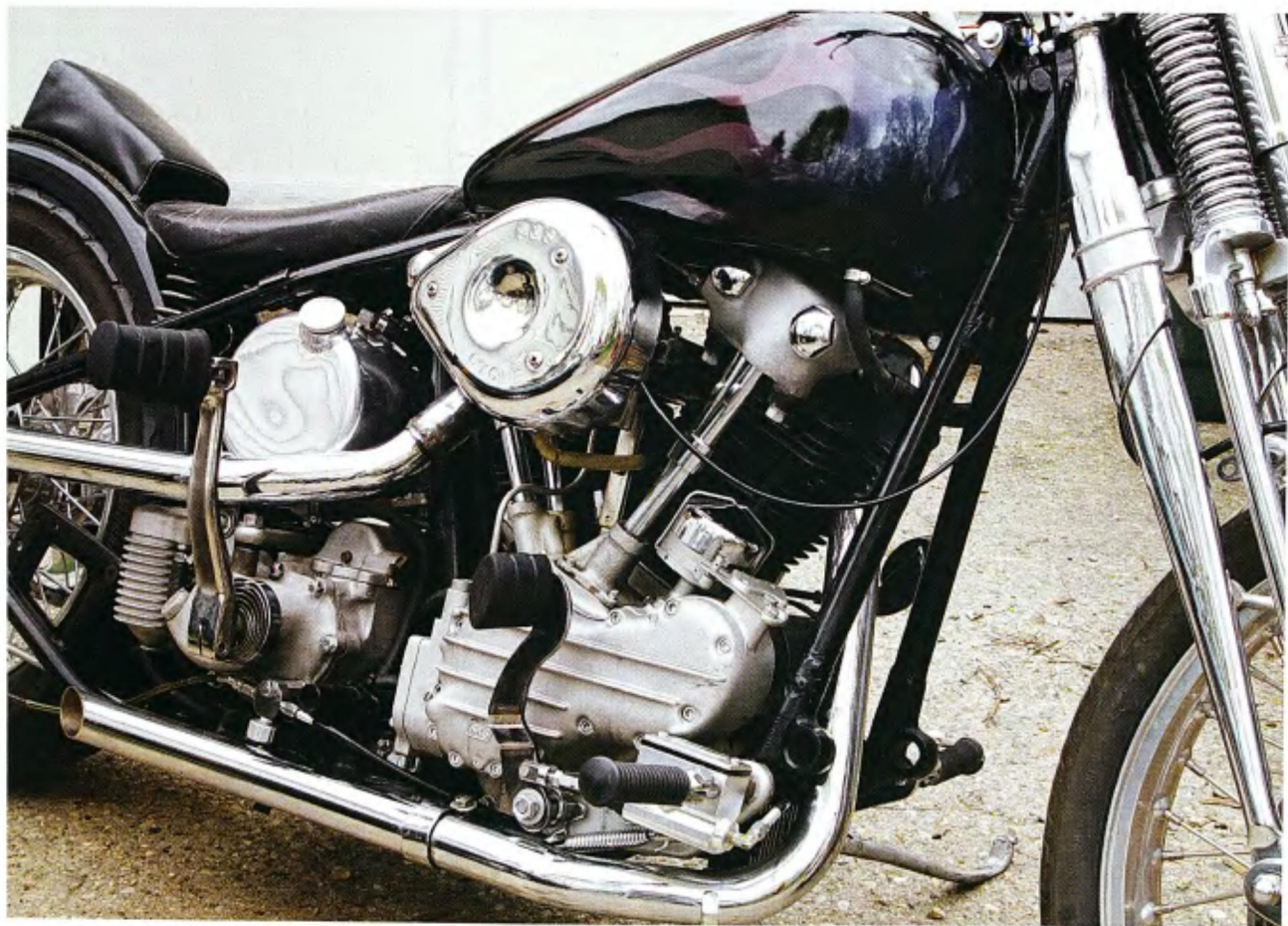
I kept meaning to put it back together, but time got away from me. Other projects came and went, I moved around the country a little, and the next thing I knew, the knuckle hadn't seen the road under its own power for something like 20 years. I wound up getting a job at S&S and moving to Wisconsin, and that

seemed the perfect time to rebuild everything and put the bike together right.

I pulled the top end off, split the cases, and found a couple of cheesy-looking welds in the left case; right beside a 2-inch long, unrepaired crack radiating out from the main bearing insert. Not good. I beat my motorcycles too hard to put much faith in a welded-up, 50-something-year-old crankcase that wasn't exactly bulletproof on its best day.

Some of you will know Sid Smith, formerly of Chicagoland and formerly of S&S. Sid and I sometimes drink together and talk about old motorcycles and deserted highways in Montana. Hearing that I was planning to bring my knuckle back from the dead, he asked if I wanted a set of obsolete 3 5/8-inch knuckle-pan cylinders that he had squirreled away in his garage.

I had a set of 4 1/2-inch stroke flywheels that I'd bought back in 1974, when S&S was still in Blue Island, Illinois, and shipping flywheels out in wooden



boxes. The pan and shovel they had been in before were long gone, and the knucklehead seemed a perfect home for them. With Sid's cylinders, the 25-year-old flywheels would crank out 93 cubic inches—in my book, the best number there is for a pre-Evo. But, of course, I still needed crankcases.

I scrounged around at work and came up with a set of "seconds" cases that had been machined for the knuckle lifter guides and oil return system. I already had a good set of heads and lifter guides.

I got the other parts I needed from S&S and a few other aftermarket suppliers who make it possible to keep the old Harleys alive. The beautifully machined lifters and rocker shafts came from JIMS, as did most of the tools I used to assemble everything. Colony provided new pushrod covers, replicas of the big rocker shaft nuts that are so characteristic of a knuckle, upper rocker arm covers and retainer plates, and a conversion kit to get rid of the old leaky-ass plumber's intake manifold the knuckles and early-pan's use. By that time, I had pretty much everything I needed to get started.

The heads on knuckles are tricky to work on, even for the pros. It's easy to crack the valve spring covers, which were just about impossible to replace at the time. So, I took a pass on doing the heads myself. Sid helped me get them apart without breaking anything, and I called another friend, Pete "Mister Supercharged Top Fuel Knucklehead" Hill, down in Greenville, South Carolina, to see if he'd rebuild the heads for me. I reminded him that I like my motorcycles fast, and he said that he'd try to give the heads a special touch. Old timers will know that's enough said where knuckles are concerned, it doesn't get much better than Sid Smith and Pete Hill.

Parts continued to trickle in. Anders Nygren of Flathead Power dropped by my house one weekend and left for Sweden without the Leineweber cam he'd been lugging around in his briefcase.

The top end oil supply line I'd ordered turned out to be worthless. The front head fitting was a good inch-and-a-half away from where it should have been. One of my buddies at work, Land Speed Record Holder Dan Kinsey, made a stainless steel oil line to replace it, and was polite enough not to ask where I found the stainless tubing he used.

S&S's flywheel maestro, Bill Baker, cleaned up and rebalanced the 27-year-old flywheels for me, and Sam Spangler assembled them with a set of 7000-series S&S rods and new shafts. I can put a set

of flywheels together, but it takes me half-a-day to do what Sam can knock out in 10 minutes. For him, 0.0005 run-out is routine. For me, it would rank right up there with parting the Red Sea.

From that point on, assembly was straightforward. Antique iron fanciers will notice that the bottom end uses the '54/'55-up pan-style shafts and Timken bearings instead of the straight bearings used on knuckles and earlier pans. The later parts might not be authentic knuckle, but they are much stronger. Equally important for semi-skilled engine builders like myself, they are considerably easier to work with.

I also strayed from original with the oil pump. My OEM pump was usable, but not as good as I felt the engine deserved; I went with an S&S billet pump instead. To make that shiny billet look a little more at home on my knuckle, I sealed the pump up good and tight and bead-blasted it. Of course, glass bead residue is extremely abrasive, and about the last thing you want inside an engine.

Because of a two-party SNAFU that we won't go into, the cylinders came up a little shorter than was needed. No sweat, I put 0.060-inch stroker plates under them and picked up some much needed valve-to-piston clearance in the deal. That got the valve pockets 0.080 of an inch away from the exhaust valves, but, at 0.030, the intakes were still way too close. Fifteen minutes with a die-grinder and flapper wheel took care of that.

With the stroker plates and freshly relieved valve pockets, the compression ratio cc'd out at 9.5:1—a good, snappy number for a single-plug hot rod hemi that will burn 92-octane pump gas.

I still haven't finished the bike, dammit to hell, but I have gotten it far enough along to fire the engine and take a few laps around the block. The exhaust rap makes it clear that this isn't exactly a 61-inch EL military motor, but the bike's still something of a sleeper. With Pete's port work and the XR valves he installed, Jim Leineweber's "open-that-valve-right-now" cam, and a weight of just over 500 pounds, it should be fairly hot.

What's next? To begin with, I need to find out what's making the springer wobble and fix that. Then I need to replace some bad wiring (don't ask) and install the Mallory/Accel Uni-Lite distributor that a good friend turned me on to.

After that? Well, maybe a little Twin Cam hunting. There's nothing I enjoy more than being an underdog—especially one with an edge!

—Tom Johnson



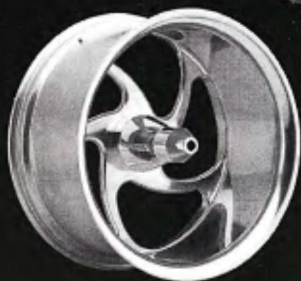
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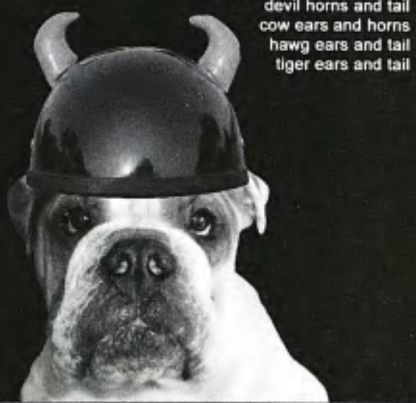


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S&S's first employee, Floyd Baker, points out the serial numbers he stamped on my flywheels back in April, 1974.



After the inner bearing and spacer are installed on the shaft, the same tool can be used to install the left case and outer bearing.



The bevel on the pinion oil pump drive gear goes in, toward the center of the engine.



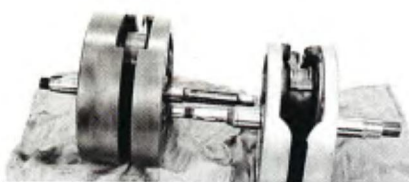
Lots of gears! The breather gear is at the extreme left. The pinion gear to its lower right drives the camshaft and ignition drive gear. The gear on the extreme right is an intermediate or idler gear that drives the generator (not shown).



S&S's 3 5/8-inch big-bore Sidewinder cylinders require special base nuts because of thicker cross-sections that provide extra strength. These cylinders are no longer available for knuckles or pans, but you can still get them for shovels.



The ignition timer or circuit breaker, aka, the "distributor," can usually be installed with the cylinders and heads in place if the top section of the timer with the points and condenser is removed from the base. Installing the timer last makes the base nuts and head bolts much easier to access.



Comparing the original Knuckle bottom end to the S&S unit on the right, you can see that the S&S assembly is lighter for quicker revs and has the beefier shafts introduced on the late pans.



The late pinion bearings are much easier to fit than the stock knucklehead's straight rollers. Ah yes...the conveniences of modern living.



Some builders install the pinion gear dry, but S&S prefers to apply a thin film of red thread-locker to the shaft taper. That reduces the chance of gauling and provides more accurate torque readings when the pinion nut is tightened.



A straight edge and feeler gauge are used to measure breather gear end play. Don't forget to take the measurement with a used gear-cover gasket in place against the case, rather than from the bare crankcase. Used gaskets typically crush 0.002-0.003 in. compared to a new gasket.



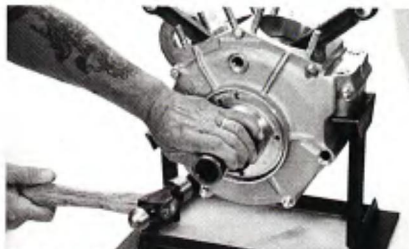
Head bolts are special, too, and for the same reason. Here, a section of 3/8-inch allen wrench is inserted into the head bolt, and a 3/8-inch box wrench used to tighten it.



If you want to know what your static compression ratio really is, you'll need to seal the rings with grease and measure the actual combustion chamber volume with the piston at TDC.



JIMS handy-dandy Timken-bearing installer is less likely to push the flywheels out of true than a hydraulic press, and it fits in a tool box.



Another JIMS tool simplifies installation of the sprocket shaft seal.



Pinion nut torque specs vary from one manufacturer to the next. S&S uses 45 foot-pounds.



While the later engines compensate for the more extreme exhaust valve angles with longer pushrods, knuckles use longer lifters, like the one on top. These lifters are from JIMS, hence the "better-than-new" finish.



The Colony rubber-band manifold adapter requires that the old "plumber" fittings be removed from the heads and replaced with O-ring adapters. A '55-'65 pan-style manifold can then be used in place of the leak-prone knuckle manifold.



One 93-cubic-inch knucklehead, complete with Pete Hill heads, Leineweber cam, and a NOS (new old stock) S&S MGAL carburetor. The Kinsey-made stainless steel oil line hasn't been installed yet.

Sources

Accurate Engineering
Tools, transmissions and classic engines in virtually any configuration, component parts.
128 Southgate Rd.
Dothan, AL 36301
334-702-1993
accurate-engineering.com

Advanced Cycle Machining
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715-392-7095

Andrews Products
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Rosemont, IL 60018
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www.andrews-products.com

Antique Cycle Supply
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Rt. 1
Cedar Springs, MI 49319
616-636-8200

Colony Machine & Tool
Manifold conversion kits, pushrod cover kits, fasteners and other hardware.
1300 Industrial Parkway N.
Brunswick, OH 44212
330-225-3410
www.colonymachine.com

Cometic Gasket Co.
Gaskets for classic engines.
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Concord, OH 44077
440-354-0777
www.cometic.com

Cycle Electric Inc.
American-made generators, rectifiers and regulators.
P.O. Box 81
Englewood, OH 45322
937-884-7300

Flathead Power
Indian, big flathead and knucklehead engine parts.
Fredriksfors 4149
S-820 60 Delsbo, Sweden;
info@flatheadpower.com
www.flatheadpower.com

Gardner-Westcott Company
Tools, brackets and clamps, hard-to-find early fasteners and thread repair kits.
10110 Six Mile Rd.
Northville, MI 48167
248-305-5100

Jere's Cyclecraft
Tools, transmissions and classic engines, component parts. Complete rebuild and repair service.
1959 Martin Mill Rd.
Moreland, GA 30259
www.jerescyclecraft.com

JIMS USA
Engine and transmission parts, special tools for all engines.
555 Dawson Drive
Camarillo, CA 93012
805-482-6913
www.jimsusa.com

Kickstart Motorcycle Parts
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Knucklehead Power USA
Complete motorcycles, engines, transmissions, chassis, and component parts.
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www.knucklehead.com

Leineweber Enterprises
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www.leinewebercams.com

Paughco Inc.
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S&S Cycle
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www.sscycle.com

STD Development Co.
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www.stddevelopment.com

Truett & Osborn Cycles
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V-Twin Manufacturing
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P.O. Box 473
Vails Gate, NY 12584
www.vtwinmfg.com

Westward Machine White Knuckle Experience
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Tom Johnson
519 East Haseltine St.
Richland Center, WI 53581
608-647-6088
tommjohn@mwt.net

It's A Classic

Today, more parts are available for the classic Harley engines than ever before. Thanks to the commitment of a few aftermarket suppliers, it's possible to rebuild an "obsolete" engine with a minimum of grief, or to buy or build a complete replica of a knucklehead, panhead, or generator shovelhead. V-Twin Manufacturing even offers a kit-bike version of a '48 panhead, complete with OEM-style springer.

Antique enthusiasts sometimes take issue with replica engines, and it's not hard to understand why. No way can a replica engine have the character of an original, but it's equally impossible for an original—especially one of the straight-bearing knuckles or early pans—to match the performance and reliability potentials of an updated replica engine crafted from modern materials. You know the routine: you pay your money and you take your choice.

If you're interested in an older engine (OEM or replica) there are several companies you'll want to contact for their catalogs. Here's a partial list. Knuckle freaks looking for a top-notch engine builder who is also a living legend can reach Pete Hill at 864-271-0528. —Tom Johnson

Photos: Tom Johnson

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Keith Burley and his dad Earl took first and second place in the AHRA Street Pro Points Championship with their Edelbrock-equipped bikes.



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—Doc Robinson, Heavy Duty magazine regarding their Twin Cam project bike

This Edelbrock-Equipped Twin Cam Won the AMI Brute HP Shootout with 102.9 HP



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J&P BIKE GIVEAWAY Win Yourself An Original!

Yes, it's getting to be Christmas again pretty soon, and John Parham, owner of J&P Cycles, is already dusting off his Santa Claus suit. As he's done in previous years, John is getting ready to make one of you loyal readers of *Easyriders* magazine one happy camper come Christmas Day.

Also, as in previous years, he's doing it by giving away one awesome custom motorcycle. John, together with the fine folks at Custom Chrome and *Easyriders* magazine, has enlisted the help of some of the nation's best custom builders. Last year's winner got to ride off on a brand-new Santee-framed, 100-inch RevTech-powered behemoth built by legendary builder Rick Doss, and this year....

Well, this year, you the loyal reader and admirer of studly two-wheeled V-twins, have the chance of winning...drum roll, please...silence in the audience....

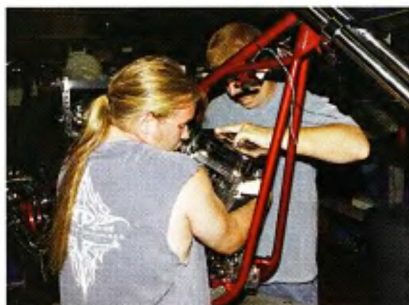
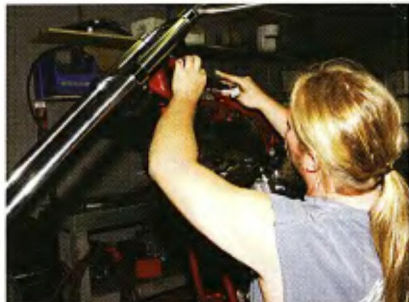


Ladies and gentlemen, please feast your eyes on what's behind this curtain behind me, which our sexy bikini model, I forget her name, will push aside momentarily. Yes, the curtain, dear, yes, over there...yes, right in front of you, dear. You've got it, honey. Now push. Push a little harder dear. Yes, harder. Ah! Ladies and gentlemen, look at this beautiful, this awesome, this one-of-kind chopper from the house of Paul Yaffe Originals. Built specifically for this giveaway, this chopper...what? I'm sorry, I can't hear

you. Yes, you there, in the third row, you're saying what?

Yes, of course this is one of the Paul Yaffe Signature Series Custom Chrome's kit bikes. A kit bike, yes.... No, you don't have to put it together yourself, it comes already assembled and.... It is too worth at least as much as the previous giveaway bikes. It's a Paul Yaffe, for crying out loud, and just to show you what that means, I will quote you a few comments other motorcycle journalists have given regarding this beautiful bike. Like this one: "This extra-long, lean and mean chopper...rides like it has power steering." Or how about this one here: "Its softail-type suspension has full wheel travel for great tracking with a solid feel that still soaks up the bumps." And maybe one more: "When John Parham at J&P Cycles saw it, he had to have one right away...."

And if this doesn't convince you that you absolutely have to get your hands on this bike, how about some of the



technical aspects? But let's hear from the man himself, Paul Yaffe. Hi, Paul!

"Hey there, Tripper. Nice tie! Let me just mention that this is CCI's most expensive kit..."

Paul, what are you doing?

"Oh, I'm just sawing a piece of metal. We're really busy right now, you know."

Okay, but the bike?

"Oh, sorry. It usually takes us about a week to build one of these, but this one's special. It's a custom kit bike, but we've modified this custom kit bike for J&P."

So, it's a custom, custom kit bike, right?

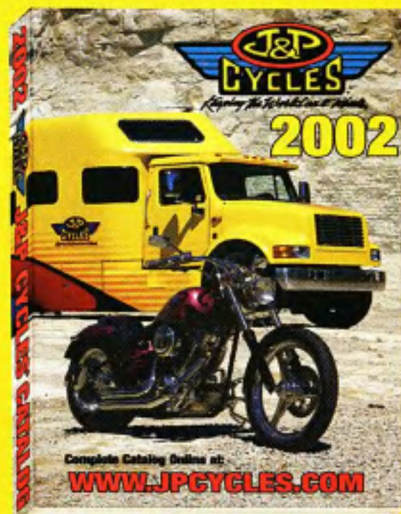
"The kit consists of a Paul Yaffe soft-tail-style chopper frame, our proprietary sheet metal, a one-off set of pipes, and our

chopper handlebars. Plus, we use a RevTech 100-inch, show-polished motor coupled with a RevTech 6-speed tranny, a Primo 3-inch open belt drive, our 3-spoked billet wheels with a 200 18-inch rear tire and a 21-incher in front. The frame has a 6-inch upstretch in it with a 40-degree rake in the frame and a 6-degree rake in the triple tree, so that's a total of 46 degrees...it's just a beautiful bike. The hydraulic front end is a CCI wide-glide in a Harley-Davidson-style, all chrome-plated, with a 10-inch stretch in the tubes.

It uses billet forward controls with CCI's own switch-operated hand controls with a turn signal option. You can put 'em on or not, it's up to you. And



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Photos: Butch Lassiter

it has an upholstered solo seat.

Of course, we paint it in our own paint shop, which we call The Paint Shop. It's painted candy apple red with all those multi-layered custom flames on it, very cool looking."

Thank you Paul, for that description of what the lucky winner of this J&P giveaway contest can ride in the near future. We'll let you get back to assembling this beauty. Some of you in the audience may have seen the completed bike at a major bike event. We have Nicole Ridge from J&P's marketing department here in person to tell you where you might still be able to see it before the bike goes to our lucky winner. Nicole, if you would....

"Yes, of course, Mr. Tripper. J&P has done this giveaway for the past four or five years, and I think this is our fourth year with *Easyriders*. This year, CCI

donated the kit bike to us and Paul Yaffe built a wonderful bike for us. Once it's finished, we always put the bike on our truck and visit the various shows and events with it, so the public can see what it looks like first hand. Most recently, the bike was at the J&P Cycles store on Main Street in Sturgis, of course, but you'll also be able to see it at the Las Vegas Bike Fest the end of September, the Reno show, the Love Ride in L.A., at the Del Mar show in California, and then at Biketoberfest in Daytona Beach, Florida. All the entries have to be in by December 1st, and the drawing will be held on December 20th, just in time for a nice Christmas present.

"You can sign up for the contest at any of these events, as well as through *Easyriders*, our showrooms, and our Web site, www.jpcycles.com. Of course,

the winner will have to pay the taxes, but other than that, the bike's for free."

So, there you have it, folks, a beautiful bike for one lucky winner. Now get out there and check it out, sign up, and win! And while you're.... Yes, the gentleman in the third row again.... No, sir, you cannot take this bike home with you. You'll have to win it first. Does anyone besides the gentleman in the third row have any questions?...

—Tripper

Although Paul Yaffe and his very talented crew are seen here feverishly assembling your new chopper, as of this writing the bike is complete and we'll show off the finished eye-popper next month. Check the J&P ad in this issue for details on how to win!

—Editor

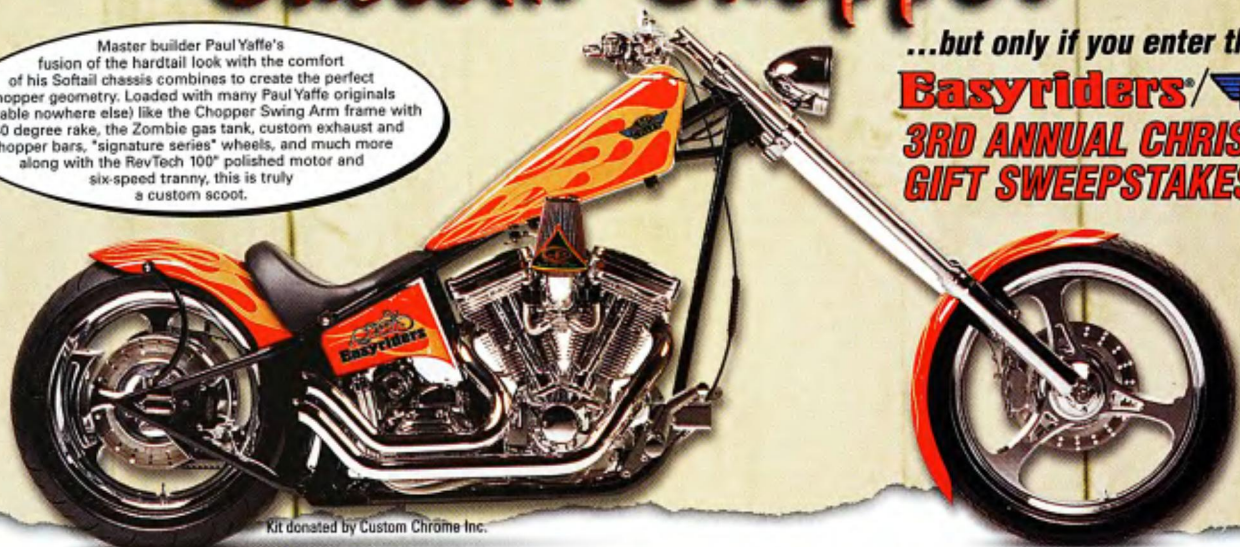
You could...

Win a Paul Yaffe Custom Chopper

Master builder Paul Yaffe's fusion of the hardtail look with the comfort of his Softail chassis combines to create the perfect chopper geometry. Loaded with many Paul Yaffe originals (available nowhere else) like the Chopper Swing Arm frame with a 40 degree rake, the Zombie gas tank, custom exhaust and chopper bars, "signature series" wheels, and much more along with the RevTech 100" polished motor and six-speed tranny, this is truly a custom scoot.

...but only if you enter the

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GIFT SWEEPSTAKES**



Kit donated by Custom Chrome Inc.

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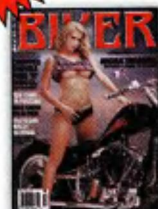


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Winner will be selected by random drawing from all entries received, and validated by Wood International Solutions whose decisions will be final. Prize winner will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prize. **THE ODDS OF WINNING DEPEND ON**

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Winner may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/J&P Cycles and none will be returned. Winner grants Easyriders/J&P Cycles and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For the name of the major prize winner, send a separate stamped, self-addressed business envelope to: 3rd Annual Christmas Gift Sweepstakes Winner, Easyriders, Inc., 28210 Dorothy Drive, Agoura Hills, CA 91301. **NO PURCHASE NECESSARY TO WIN.**

BORN FROM BILLET Patrick Racing's Monster Mills

Straight from the mind of a guy that grew up living and breathing racing, come some the fastest, most powerful, and perhaps the best-looking V-twin engines built anywhere today. Nigel Patrick, owner and the mastermind behind Patrick Racing, headquartered in Garden Grove, California, is the kinda guy whose idea of taking a break on the weekend (when he actually gets around to it) is flipping on the TV to watch the latest Formula I race on cable. Part of the interest lies in the fact that heads on some of those cars are using his designs.

Having cut his teeth working at Cosworth Racing "back in the day" in his home country of England, Nigel moved across the pond to the states in '79 and soon went on to work with Russ Collins who, if you remember, had a record-setting top-fueler back to the '80s known as the Assassin. Nigel has spent countless hours researching how a column of air moves through a motor and virtually every other facet of what it takes to produce the maximum usable power from a motor. Originally working on hardware from overseas, Nigel soon set his sights on the Milwaukee-designed V-twin as his weapon of choice, although he does still dabble in supplying cutting-edge components for metric V-twins as well.

Using tried-and-true lower ends based on S&S wheels and cases, or Merch cases and the occasional Keck or Rocky Mountain Billet project, the appropriately-stroked flywheels are carefully assembled then trued, minus the rods, by Doc, Nigel's main motor builder. They're then dynamically balanced since Nigel feels strongly that this is the most accurate way to achieve the correct balance factor for a smooth-running motor.

Okay, so once the bottom end is complete then comes the really trick shit. In case you didn't know, Patrick Racing creates—that's right, creates—their own cylinders and heads from solid blocks of 6061-T6 billet aluminum that are extruded to precise sizes, minimizing wasted material and reducing machine time. Only American-made billet is used since it is the purest available and therefore resists the effects heat cycling can have on critical



aluminum components. It's also extremely dense and has none of the porosity problems associated with castings. And let's not forget that with that density comes better heat dispersion, strength, and for the aesthetic lovers, it polishes like nothin' else and stays that way far longer than a polished casting, again thanks to the purity and density of the alloy.

Starting from a raw block has also allowed Nigel to create components that bear his signature look and allows him to constantly perfect things like port shapes or bore sizes by modifying the programs he's already written. And being the consummate tinkerer, he's always moving forward with new and innovative creations. Take a look at some of the bikes at the top custom shows built by guys like Matt Hotch and Jim Nasi to name just two, you'll see Patrick Racing motors on more than a few entries.

Obviously size matters these days and Patrick Racing is right at the forefront of this craze turning out 101-, 107-, 113- and even 120-inch mills, all of which are available with traditional looking "square" cylinders or PR's own round billet cylinders and heads designed to complement this cutting-edge design. And for serious power junkies, a 125-inch motor should be off the drawing board and into production when this issue reaches you, our loyal readers. (The 4 1/4-inch round barrels for the 120- and

125-inches should be available by the time you're reading this, as well.)

Nigel is a strong proponent of larger bore sizes to increase displacement on his designs, since this design allows the use of larger intake valves for better flow. Stock intake valves measure 1.85 versus the 1.94 head diameter of PR's valves. This size more exactly matches the port size, since the port diameter should match the valve's diameter for best flow. A key advantage to larger bore and shorter stroke is that piston speed is reduced, cutting down wear and heat. Also there is less side thrust at BDC which is a major cause of piston deformation and seizing since on longer strokes the rod is actually pushing the piston against the cylinder wall, instead of up the cylinder. The new 125-inch mill will have a bore of 4.25 inches and stroke of 4.4 inches. This is actually less stroke than the average 113, which makes for a much smoother, longer-lived motor. Add to that the benefits of the PR heads, and you can begin to imagine the potential power output.

Looks aren't the only factor that makes these cylinders and heads a worthy investment. Ya see, the final finish inside the raw billet cylinder is critical for heat transfer from the cylinder sleeve to the finned exterior of the barrel and the final cleanup pass ensures maximum heat transfer once the sleeve is pressed in

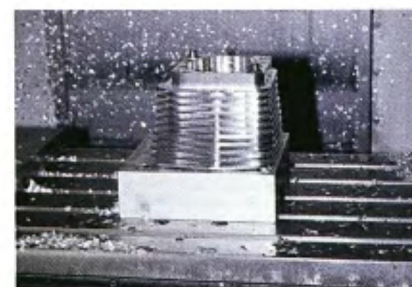
place. The barrels are filled with JE Pistons, ground to Nigel's specs for maximum life-span overall, but especially on the relatively short-skirted stroker pistons.

The newest addition to PR's artillery is a Superflow flow bench that uses a much higher level of vacuum than the bench Nigel built and used for years. The new Superflow allows Nigel to more accurately replicate what happens to the column of fuel and air as it makes its way into the intake manifold, through the combustion chamber and out the exhaust. Since reversion can occur in several places, and seriously detracts from performance, Nigel studies the air-flow and corrects port shapes, valve angles and shapes and seats to produce the best results. Since each component is built to Nigel's specs, no aspect of the top end is left to chance and even the cam profiles are carefully designed by Nigel himself, then ground by the country's top cam manufacturers. Due to the increased sophistication of today's bikes, even the dyno at PR has received an upgrade by adding eddy-current control to it, allowing precise set up of fuel injected bikes.

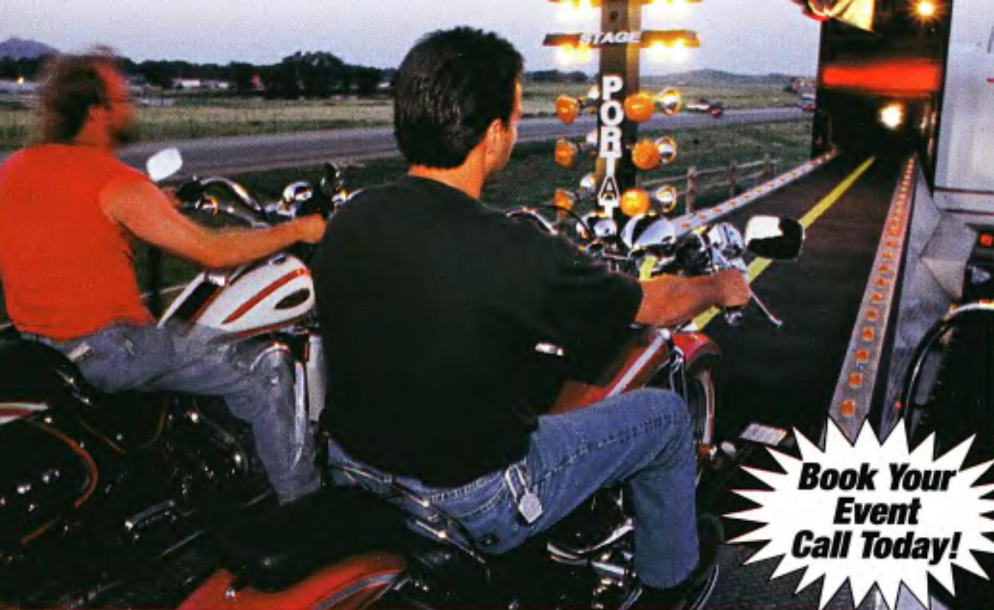
Currently, Nigel has expanded his facility to include a fourth 3-axis vertical CNC-mill, complemented by a state-of-the-art 5-axis horizontal CNC mill used for the most demanding operations. This mill can create the flawless port shapes needed when you're trying to extract every bit of power needed to win races—even if they're just from stoplight to stoplight.

Now, if you can't quite pony up the dough for a brand new, fully polished powerplant, PR can massage an 80-inch Evo to put out over 90 horsepower, which is pretty damn fun, or they can tweak your Twin Cam to 95-inches with no bottom end work. This configuration will give ya 104 ponies at the wheel and have a wide, usable powerband, giving you plenty of bang for the buck. They can also supply you with their dual Mikuni carb setup and a trick 2-into-1 exhaust to complement your new motor. So if you think you wanna go fast—real fast—call Patrick Racing for info at 714-554-7223, or check out their Web site at www.patrick-racing.com. Just remember—fly low!

—Boxcar



Photos: Ken Ross



TEST YOUR LIMITS HERE!

1/19	Indoor Dyno-Drags, Columbus, OH
2/2-2/4	V-Twin Expo (Dealers Only) - Cincinnati, OH
2/23	Proud Foot Motorcycles - Ft. Meyers, FL
3/1-3/10	Easyriders Pavilion - Daytona Beach, FL
3/23	Charlotte Honda/Yamaha - Charlotte, NC
3/30-3/31	Motor City Expo - Clarkston, MI
4/5-4/6	Proud Foot Motorcycles - Ft. Meyers, FL
4/12-4/13	Roeder's Harley-Davidson - Monroeville, OH
4/19-4/20	Bob Dron Harley-Davidson - Oakland, CA
4/24-4/28	Laughlin River Run - Laughlin, NV
5/3-5/5	Virginia Beach Bike Classic - Virginia Beach, VA
5/10-5/11	Easyriders of Wichita - Wichita, KS
5/15-5/19	Myrtle Beach Bike Week - Myrtle Beach, SC
	Suck Bang Blow
5/23-5/25	Coastal Cycles - Myrtle Beach, SC
5/31-6/2	Easyriders of North Carolina - Huntersville, NC
6/7-6/8	Bud's Harley-Davidson - Evansville, IN
6/11-6/16	Laconia Bike Week - Fun Spot - Laconia, NH
6/21-6/22	Gutierrez, Harley-Davidson - Danville, IL
6/28-6/29	Stock's Harley-Davidson - Manitowish, WI
7/5-7/7	Pending
7/12-7/13	NY State H.O.G. Rally - Liverpool, NY
7/18-7/20	Abate of Indiana Rally - Harrodsburg, IN
	Bean Blossom Boggie
7/25-7/27	Honda Homecoming - Maryville, OH
7/31 (Wed)	Forest Cycle Works - Flint, MI
8/2-8/4	Overturf Power Sports - Springfield, IL
8/5-8/11	Sturgis Bike Week - Full Throttle Saloon Sturgis, SD
8/16-8/18	Chi-Town, Harley Davidson - Tinley, IL
8/23-8/24	Number One Cycle H-D - Centre Hall, PA
8/31-9/1	Southern Tier H-D - Binghamton, NY
9/7-9/8	Loess Hills Rally - Council Bluffs, IA
9/13-9/14	Easyriders of Salt Lake - Salt Lake City, UT
9/20-9/21	San Jose Harley-Davidson - San Jose, CA
9/27-9/29	Sauk Prairie Harley-Davidson - Sauk City, WI
10/4-10/6	Bike Blues and BBQ Rally - Fayetteville, AR
10/11	Jim's Harley-Davidson - St. Petersburg, FL
10/17-10/20	Biketoberfest - Daytona Beach, FL
10/24-10/27	OPEN
11/1-11/3	Steel Pony Express - New Orleans, LA
11/8-11/10	OPEN
11/15-11/17	OPEN
11/22-11/24	OPEN
11/29-11/31	OPEN
12/6-12/8	OPEN
DECEMBER	OPEN

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ReadersRides

Paul Ponkow Henderson, Nevada 1967 Triumph Chopper

Obviously, aerodynamics was not uppermost on Paul's mind when he built this skyscraper on two wheels. At 6 foot 11 at the sissybar, his Triumph has got to be the tallest motorcycle in Las Vegas...if not the nation. "I kept it at 6-11, or almost 7 feet," he says, "so I can get it in and out of my garage without tipping the bike." Sounds reasonable.

Coincidentally, his bike is not the only vertical factor in Paul's life; he also works as chef in the restaurant atop the Stratosphere, the tallest building in Vegas. The pipes, by the way, serve more than just the purpose of blowing smoke directly into the clouds, they also reinforce the tall sissybar, which, according to Paul, "would wobble like



a fishing pole before I attached the stacks, now it's solid as a rock."

Paul made those pipes himself. "I had them bent and cut at a muffler shop, but then I took 'em home and finished 'em there," he explains. The front section of the frame comes from a Triumph TR6, while the rear part is a

weld-on hardtail. The front end is a Durfee girder from the '70s. In fact, "every part on the bike is either from the '60s or early-'70s, or it was hand made," Paul says. "The only new part I put on there was the mirror."

His piece de resistance, however, is the taillight. "It's right out of the box, but it's a War Bird from 1972. It's got a German war eagle and a Maltese cross on it. I hadn't seen one of those in 20 years and just had to get it," he says. And, of course, there's the jockey shift handle, which comes off a 40mm projectile from a grenade launcher, which I got from a guy at an airforce base, and all I had to do was drill it out and tap it. I asked the guy, 'are you sure this is a fuckin' dud?' Luckily, it was."

Had it not been, you'd be looking at some other guy's bike right now.

—Tripper



Photos: owner

ReadersRides

George Vinge Curtice, Ontario, Canada 2001 Custom Softail

Shareholders of Harley-Davidson stock everywhere are not going to like this story. Why? We'll let George explain: "One day, I was on my way to the local Harley dealer, together with my brother and a buddy named Lenny, to buy myself a new Fat Boy, when my brother and Lenny said, 'hey, why not build your own?' So we did."

Of course, all this is easier said than done, and said stock holders can at least revel in the difficulties George experienced whilst sabotaging their prosperity. "I didn't have a clue where to start, so Lenny gave me a handful of bike mags and we got started," George goes on. Too bad that bike magazine isn't publicly traded anymore.

"Yeah, I didn't even know that there's a transmission plate between the tranny and the frame," George continues elaborating his initial ignorance. He got the 107-inch TP engine, the Rolling Thunder frame, and the Pro-One front end from his buddy Jeff Crawford, a local customizer, and off he went. His buddy Dan Boudreau fabbed all the one-offs, like the mirror, handlebars, and risers, and modified other parts like the fenders, speedo, and headlights. Another buddy, Mike Conway,



milled the electrical box, and most of the other ingredients came from Motor City Custom, a local shop. But it was his brother, John, who helped him with the actual assembly.

"John and I live very simply; we don't have any furniture in our house and we don't bother with women," he explains. "For us, it's all motorcycles."

It took the Vinge brothers six months and a minimum of 40 grand to finish their

very first project, and this is what he came up with. Of course, the custom building bug has bitten both brothers severely, and from what George tells me, they're even planning on entering their next creation at an Easyriders bike show.

This may all be great news for the women of Ontario, who'll be safe for years to come, but in an already volatile stock market, it spells nothing but bad news for Harley shareholders. —Tripper



Photos: owner

Alan Stowe
Concord, North Carolina
1976 Harley-Davidson FLH

One of the most important lessons Alan Stowe learned was that when you work at a bike shop, rebuilding your bike doesn't take as long as you'd think. "Alan just wanted me to stretch his tank and paint the tank and fenders," says Doug Morton, owner of North Carolina's famed Morton's Custom Cycles. "I told him, 'let's just go ahead and mold the frame, paint it and do it all. He said he didn't want to be down that long, and I had to remind him, 'you're working at a bike shop now, so tearin' it apart, paintin' it and puttin' it back together here ain't like doin' it at home in the garage,'" Doug explains. "It ended up

being 'two, three, four weeks...' Doug continues. "We molded and painted the frame, it's got an Andrews cam in the bike, stuff like that. We ran all the wiring and the brake lines through the handlebars, so there's nothing exposed except the throttle cable and clutch cable."

The pipes, by the way, are a set of "Nightmares" from Grumpy's. "They're not as loud as you'd think. They're the only set he's ever built like that," Doug laughs, "cause he said as hard as they were to build, they're the only set he'll ever build."

A special treat is the banana boards, which, according to Doug, are only made for 5-speeds, "but we made all new brackets for the floor boards." The paint, which includes the Indian woman on the tank and the ghost light-

ning all over the fenders, the frame, and the hubs was done by Doug, who does the bodywork and the base and clear coats, while Scott Andrews, who also works at Morton's, did the electrifying graphics.

Of course, everything wasn't just handed to Alan, he had to pitch in, too. "In fact, he and my brother Rodney—but everybody calls him Pooh—did all the wrenching and everything except the moldin' and the paintin'. And Alan's nickname is AY," Doug enlightens us.

Not Haywire, the way it sounds when you hear Doug tell it, but AY. "Yeah, he's haywire all right," Doug laughs, "but don't put that in there."

Naw, y'all don't need to worry 'bout that, Doug!

—Tripper



ReadersRides

Bill Criscuolo
Wallingford, Connecticut
2000 Pro-Street Custom

If this style of motorcycle looks somewhat familiar to you, chances are you've seen one or two Paul Yaffe bikes before, and since emulation is the sincerest form of flattery, Paul oughta feel pretty darn brown-nosed right about now. Seems Bill had seen one of Paul's show bikes called "Cashmere" in a magazine and wanted one just like it. "I spoke to him on the phone," Bill says, "and wanted one. He was gonna charge me 60 grand for just the rolling chassis. So I said, 'dude, whatever you're smoking, I want some.' I told him, I'd build the bike myself."

Bill built this wondrous creation during 16 months of trial and error, and some more trial. It isn't his first custom, of course. "I had a three-car garage," Bill explains as the secret of putting this sled together. A lot of what you see, Bill fabbed himself, such as the handlebars, fenders, the fake rear fender (which is welded and molded to the swing arm and actually rides inside the real one), the pipes, the air cleaner, the spark plug wire covers, and the Madonna-esque primary



cover. He also stretched the stock frame 5 inches in the spine, as well as the Fat Katz gas tank and the stock oil tank, and he diamond-cut the 98-inch, bored-and-stroked Fathead motor. Oh yeah, and he machined the mirror to the handlebars.

The wheels come from Pro-One, the controls and headlight from Ness, and the brakes from PM, while Bill Streeter did the awesome paint job. Attached to the neck with its 38-degree rake is an

inverted CCI front end, and, last but not least, the homemade front spoiler scoop houses all necessary wiring components to make this thing haul ass.

Now that he's paid enough tribute to Paul, Bill figures he's going on to the next thing, which is opening up his own shop. His next project is also already in the works: a back-to-the-basics rigid frame with a springer front end and a 250 rear tire.

—Tripper





T H E T E S T I N T H E W E S T

SANTA CRUZ CUSTOM'S CHOPPER

Come on, you know that stocker you've been ridin' just ain't quite the kick it used to be. Admit it. Quit the denial.... You ain't foolin' nobody but yourself. So go with your gut. That's right, you know you want it, now just go get it—ride a chopper.

Straight outta the old-school, Santa Cruz Custom Motorcycles is comprised of a crew of good friends who'd be hangin' together, whether or not they were buildin' bikes, and the brotherhood these guys share becomes evident in the quality of the bikes they build.

SCC builds bikes that are based on another Northwest builder's components—Mike Rouse's BMC bikes. In case you've been fast asleep in a cave for the past few years, Big Mike started BMC a few years back and is based in Bend, Oregon. They've been so swamped keepin' up with demand for their bikes that Mike's friend Greg Lazarotti teamed up with Bob Tara to build bikes in their own backyard, so to speak. The two figured that their home in the coastal beauty of the Santa Cruz mountains would make an ideal backdrop for a bunch of guys dedicated to buildin' bikes and livin' the life.

The boys at SCC create bikes with plenty of chopper attitude that also ride great. Yeah, we didn't always get shit like steering geometry quite right back in the day, but hey, what we built looked great. Well, that compromise is pretty much gone from the bikes that roll outta this shop up the left coast. Sure, softail-types are only so comfy but I personally wouldn't have a problem puttin' one of these chops for a day's worth of miles. The ergonomics of these bikes are pretty well thought out and the miles pass easily from the BMC-designed Corbin perch. SCC runs a 1-over chromed wide fork mounted to Perse triple trees, which together create a really clean look for the front end. SCC installs Progressive Suspension shocks to ensure a good handling ride all around.

Powered by a 100-inch RevTech mill, there's plenty of juice on tap, particularly from a lightweight, stripped-down chopper. That's always been one of the beautiful aspects of a chopper—simplicity. Nothin' ya don't need, but everything ya do—at least as long as you're not some whining yuppie. It's up to you.







A 5-speed RevTech gearbox gets spun by a Primo 3-inch open belt drive for that raw chopper look, and well, 'cause they work real good. This setup gives ya plenty of giddy-up outta the hole and all kinds of top end thanks to tall gearing, light overall weight and that big-inch mill. So what this means is smooth freeway running, even at ticket-inducing speeds, making highway miles drift by effortlessly, longer life for the motor and of course there's the fact that nothin' looks quite as cool as a chopper when you're cruisin' downtown.

Santa Cruz Customs will work with you on specs for your bike and their builder, Tony Bertao, can create a one-of-a-kind ride for ya that you'll find yourself makin' excuses to ride. We joined the green mountain-lovin' boys from Santa Cruz while we were in Laughlin to put some miles on some of their latest hardware. They forced us into doin' some ridin', which led to a little partyin' and well, you get the idea. When the smoke settled, we were pretty pleased with the ride, fit and finish—and of course we can't forget the attitude.

—Boxcar







General

Fabrication: Santa Cruz
Custom/BMC
Year and make: 2002 SCC
Model: 918 No limit ST
Assembly: SCC/Tony Bertao
Time: 6 weeks

Engine

Year: 2002
Builder: RevTech
Ignition: Crane
Displacement: 100 cubic inches
Cam: RevTech
Carb: Mikuni 45
Pipes: Samson-jet coated

Transmission

Year: 2002 RevTech

Painting

Painter: Brody & Adam
Color: Black w/red metal flake
Type: House of Kolor
Special paint: Brody & Adam

Frame

Year: 2002 BMC
Type: single downtube softail-style
Rake: 38 degrees
Stretch: 2 out and 6 up
Shocks: Progressive

Accessories

Handlebars: drag

Risers: CCI
Handlebar controls: OMP
Fenders: BMC
Headlight: CCI
Taillight: red
Speedo: radar
Pegs: OMP
Foot controls: OMP
Gas tank: BMC
Electrics: SCC
Oil tank: BMC
Seat: Corbin
Mirrors: yup
Grips: Primo Rivera
Oil system: dry sump

Front end

Type: 10-over telescopic
Builder: CCI w/Perse trees

Wheels

Front

Make: DNA
Size: 21-inch
Tire: Metzeler
Brake: OMP

Rear

Wheel: DNA
Size: 18-inch
Tire: Metzeler
Brake: OMP

Photos: Ken Ross



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Coming At Ya

The devastating December 2002 issue of *Easyriders* (No. 354) features killer coverage of the Black Hills Classic in our Sturgis Spectacular! From Rapid City, to the Devil's Tower and all points in between, we'll bring you the best bikes, babes, parties, and all the latest two-wheeled Hot News from Sturgis. We'll also offer our Annual Toy Run Guide and Holiday Gift Guide giving you the best biker gifts to find in your yule stocking.

We'll deck the halls with incredible custom bikes including the latest from Jerry Covington, Cyril Huze, Kendall Johnson's Camel Bike, Darcy Betlach's custom Victory, and an exclusive look at rock star Rikki Rocket's Poison putt!

It's all coming your way faster than a flying reindeer turd in the dazzling December *Easyriders*! On sale Nov. 5th



The nutritious November 2002 issue of *V-Twin* (No. 19), serves up 11 tasty rides including a main course masterpiece from Arlen Ness. You'll meet the delicious Girls of Laconia and gorge yourself on all the wild doin's of New Hampshire's Loudin Classic, marvel at the master painters of Airex 5150, and try our desert tray of custom creations from the Oakland Roadster Show. Get a great Guide to Saddlebags, Bike Luggage and more, try out a two-wheeled Road Tale, and finish your motorized Thanksgiving meal off with the latest from Victory; customized bikes that are made to order straight from the factory and served up piping hot! It's all in the turkey-gobbling, gravy-sputting, cranberry-spewing thrill ride known only as the November issue of *V-Twin*.

On sale October 15th



The November issue of *Biker* brings ya some mighty fine choppers, like this stretched and raked, high-barred FXST. We've got your favorite runs and events from Iowa to Georgia, and Texas to Florida, PLUS a blonde with big tits!

On sale now!



December's issue of *In The Wind* has two takes on Rolling Thunder XV, along with a terrific and terrifying \$500 stunt-ridin' photo. But all that pales before Savannah's great butt (above) and Jason Barnes' shovel.

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People have always tried to tell me what I couldn't do. When I wanted to take aviation mechanics in high school, they said no. When I became a radio engineer, they said it wasn't a job for women. I became the first college graduate in my family. Following my dad (a Korean War vet), I joined the National Guard. And I became their first woman attack helicopter pilot ever. It's better to follow your own dreams than listen to the naysayers.

That is my Victory.

Gerri Bowers
Victory VIN #3575



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